

#### **COMMANDING OFFICER** USS LA SALLE (AGF-3) FLEET POST OFFICE NEW YORK 09501

AGF3/PLM:mls 5750 Ser C-3 22 MAR 1975

ified upon removal of Enclosure 2)

To:

Director of Naval History (OP-09B9)

Washington Navy Yard Washington, D.C. 20390

Subj: Command History for 1974; submission of (OPNAV Report 5750)

Ref:

(a) OPNAVINST 5750.12B

Encl:

(1) Basic History

(2) Documentary Annexes

1. In accordance with reference (a) enclosures (1) and (2) are hereby

submitted.

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## BASIC HISTORY COMMAND ORGANIZATION

USS LA SALLE (AGF-3) was commanded by Captain Howard S. CROSBY until December 15, 1974 when he was relieved by Captain Burl A. TROUTMAN, Jr.

LA SALLE continued in its capacity as Flagship for the Commander Middle East Force and remained homeported in Manama, Bahrain for the duration of the year.

### BASIC HISTORY Summary of Operations

- Ol JAN LA SALLE was in her homeport of Manama, Bahrain moored to berth number one (1) Mina Sulman Jetty. Rear Admiral Robert J. HANKS, Commander Middle East Force, (COMIDEASTFOR) was embarked.
- 12 JAN French Navy Ship "BALNY" moored alongside and was visited by the French Charge D'affairs to Bahrain.
- 14 JAN Iranian Ambassador to Bahrain, Mr. Manuchehr SEPAHBODI made an official call.
- 15 JAN French Navy Ship "BALNY" departed Bahrain.
- 28 JAN LT (b) (6) Officer in Charge, Naval Security Group Detachment reported aboard for temporary duty. OICS VAN was installed on LA SALLE flight deck.
- O4 FEB Admiral Worth H. BAGLEY, Commander in Chief, United States Naval Forces Europe made a brief visit and tour of the ship. No honors were rendered.
- 05 FEB Departed Bahrain underway for Massawa, Ethiopia.
- Of FEB After rendezvous, commenced steaming in company with USS BRUMBY (DE-1044) and conducted underway replenishment of the BRUMBY, as well as helicopter personnel transfer.
- Arrived Massawa, Ethiopia, exchanged 21 gun salute with Imperial Ethiopian Naval Academy and moored to berth number six (6)
  Massawa Pier. Commander Middle East Force broke his flag on board and LA SALLE commenced participation as the United States representative to the annual Imperial Ethiopian Navy Days celebration. The event, hosted by the government of Ethiopia, is in honor of the commissioning of the graduating class of the Ethiopian Navy Academy. Nations with representatives in attendance included:

France, The United Kingdom, Pakistan, Iran, Sudan, The Soviet Union, Turkey, and Japan.

(ANNEX A)

- 14 FEB The Deputy Commander in Chief, Imperial Ethiopian Navy, Rear Admiral DESTA visited on board. Full honors were rendered.
- 15 FEB His Imperial Majesty Haile SELASSIE I, Emperor of Ethiopia made an official visit to the ship. A 21 gun salute was fired and full honors were rendered.
- 16 FEB LA SALLE marching unit participated in the graduation ceremonies of the Imperial Ethiopian Naval Academy.
- Underway for participation in IEN Days "SEA DAY" exercise which included formation steaming with the various other Naval units, a Pass in Review and 21 gun salute to Emperor Haile SELASSIE I embarked in HIMS, Ethiopia. Moored to berth number six (6) Massawa Pier upon completion of the exercise.
- 18 FEB Departed Massawa, Ethiopia underway for Karachi, Pakistan.
- 19 FEB Transitted the Bab-Al-Mendeb Strait and entered the Gulf of Aden.
- Rendezvoused with ships of the Navy of the United Kingdom: HMS SCYLLA (F-71), HMS ARIADNE (F-72), and RFA TIDESPRING (A-75), for participation in joint Naval exercises. Performed underway replenishment from RFA TIDESPRING (A-75), and conducted formation steaming/station keeping operations for the duration of the day.
- 01 MAR Moored to berth number two (2), pier two (2), Karachi, Pakistan for a five day port visit hosted by the Pakistan Navy.
- 03 MAR COMKARACHI Admiral AEUI made an official visit to the ship.
- O3 MAR The Commanding Officer and five (5) others departed on a three (3) day tour to Lahore, Pakistan.
- 05 MAR The Commanding Officer returned on board.
- 06 MAR Departed Karachi, Pakistan underway for Bandar Abbas, Iran.
- O8 MAR Anchored at anchorage El, Clarence Strait, Bandar Abbas, Iran with various units of the Navies of Iran, The United Kingdom, and The United States, for participation in joint Naval Exercise ARYA.

  SOPA was Commander Persian Gulf and Oman Sea, Rear Admiral HABIBELAHI, Iranian Navy. (ANNEX B)
- O9 MAR Conducted formation steaming and flight operations drills.

  Conducted night underway replenishment with RFA LYNESS (A-339).

  Received Commander Persian Gulf and Oman Sea via small boat, for a brief visit on board.
- 10 MAR Anchored at anchorage El, Clarence Strait, Bandar Abbas, Iran, for exercise CRITIQUE. Departed Bandar Abbas, Iran underway for Manama, Bahrain.

- 12 MAR Moored to berth number one (1) Mina Sulman Jetty, Manama, Bahrain.
- 13 MAR Commenced four day Weapons System Review.
- 17 MAR The United States Ambassador to Bahrain, Mr. William STOLTZFUS visited on board.
- 18 MAR LTJG (b) (6) relieved LT (b) (6) as Officer in Charge, Helicopter Anti-submarine Squadron Light 30 Supplementary Detachment 40.
- 21 MAR USS KOELSCH (DE-1049) moored alongside.
- 28 MAR USS KOELSCH (DE-1049) departed Bahrain.
- Ol APR Departed Bahrain underway for special operations in the vicinity of Socotra Island, South Yemen.
- O8 APR Rendezvoused with United States Navy Task Group 77.6 and transferred rounds of 40 MM blank saluting ammunition to USS KITTY HAWK (CVA-63).
- 09 APR Transitted the Straits of Hormuz and entered the Persian Gulf.
- 10 APR Moored to berth Number One (1) Mina Sulman Jetty, Manama, Bahrain.
- 12 APR The Commanding Officer departed the ship on six (6) days leave.
- 14 APR The Chairman of the United States Armed Forces Joint Chiefs of Staff, Admiral Thomas H. MOORER visited the ship. Full honors were rendered.
- 18 APR The Commanding Officer returned aboard.
- 30 APR The United States Charge D'affairs to Bahrain, Mr. Robert STEIN visited the ship.
- 08 MAY Commenced INSURV Inspection.
- 12 MAY Completed INSURV Inspection. INSURV board found LA SALLE fit for further service. (ANNEX J)
- 14 MAY The Jordanian Ambassador to Bahrain, Dr. Suliman ALDAJANI visited the ship. Honors were rendered.
- 15 MAY Iranian Naval Ship ZAAL (DE-14) moored alongside.
- 18 MAY The Iranian Ambassador to Bahrain, Mr. Manuchehr SEPAHBODI, visited LA SALLE.
- 19 MAY IIS ZAAL (DE-14) departed.

- 21 MAY The new United States Ambassador to Bahrain, Mr. J. Twinam visited the ship. Full honors were rendered.
- 24 MAY The Commanding Officer of the USNS Taluga, Master Phillips visited the ship.
- 25 MAY USS PAUL (DE-1080) and USS MULLINIX (DD-944) moored alongside to starboard.
- United States Naval Ship Repair Facility Subic Bay, Republic of the Phillipines representatives arrived to make ship check for AN/ SSC-6 Vanized Satellite Communications installation and other ship-yard work to be accomplished during proposed Restricted Availability (RAV) period in Subic in July.
- O3 JUN French Naval Minesweeper LA MALOUINE (P-65) arrived for a port visit in Bahrain.
- 03 JUN USS PAUL (DE-1080) and USS MULLINIX (DD-944) departed Bahrain.
- 06 JUN FNS LA MALOUINE (P-65) moored alongside.
- 08 JUN FNS LA MALOUINE (P-65) departed Bahrain.
- 21 JUN Transferred 20 radio transmitter/receiver sets from USNS MARIAS for presentation to Republic of the Maldives, a project labeled Operation Chaperone.
- 27 JUN Departed Bahrain underway for Male, Republic of the Maldives, enroute to Subic Bay, Republic of the Phillipines.
- 29 JUN Exited Persian Gulf through the Straits of Hormuz.
- Anchored in inner harbor of Male, Republic of the Maldives.
  Honors were rendered to the United States Ambassador to the
  Republic of the Maldives, Mr. Christopher Van Hollen, who stayed
  aboard the ship during the two day visit. The radio equipment was
  offloaded and delivered to Maldivian officials by the Ambassador,
  completing Operation Chaperone. (ANNEX A)
- 06 JUL Departed Male underway for Singapore and enroute to Subic Bay, R.P.
- 12 JUL Transitted Strait of Malacca, and exited the Indian Ocean.
- Anchored in Man-of-War Anchorage Republic of Singapore for three day port visit. Representatives of Vosper-Thornycroft Company initiated work on several shipyard work items accomplished in Singapore.
- Departed Singapore underway for Subic Bay, Republic of the Phillipines. Initiated 234 pollywogs into the Ancient Order of the Deep and crossed the equator at 105°57'East.

- 21 JUL Moored to berths A-7 and A-8, Alava Wharf, U.S. Naval Ship Repair Facility, Subic Bay, Republic of the Phillipines. Commenced Restricted Availability period for installation of AN/SSC-6 Vanized Satellite Communications system and other scheduled shipyard work items.

  (ANNEX A)
  USS FRESNO (LST-1182) moored alongside.
- 27 JUL USS FRESNO (LST-1182) departed.
- 30 JUL Offloaded 4678 rounds of 3 inch/50 caliber and miscellaneous small arms ammunition for transfer to Naval Magazine, Subic Bay.
- 31 JUL Moved to AFDB-1 and docked on blocks. Ship was dry docked for the purpose of repairing a condenser valve. Work was also begun sandblasting and painting the bottom.
- 13 AUG The Commander United States Naval Forces, Republic of the Phillipines, Rear Admiral Doniphan B. SHELTON was hosted on board for lunch. Honors were rendered.
- 22 AUG Moved from AFDB-1 upon completion of repairs and painting, and moored to berths A-7 and A-8 Alava Wharf for the duration of the RAV period.
- 23 AUG Commenced installing four reconditioned MK33 MOD 13 3in/50 caliber gun mounts and associated equipment.
- 25 AUG Began operational use of receive portion of newly installed SATCOM capability.
- Moved to explosive anchorage D-3 Subic Bay, R.P. for on-load of 4756 rounds of 3in/50 caliber ammunition and calibration newly installed HFDF system. Also conducted successful engineering trials.
- Ol SEP Moored to Leyte Pier Cubi Point, Naval Air Station, Subic Bay, R.P. upon completion of trials.
- 02 SEP Departed Subic Bay, R.P. underway for Singapore enroute to Bahrain.
- 06 SEP Moored to berth in Anzuk Basin, Sembawang Shipyard, Singapore.
  (ANNEX A)
- 10 SEP Departed Singapore, underway for Bahrain.
- 22 SEP Moored to berth 1 Mina Sulman Jetty, Manama, Bahrain.
- O5 OCT The United States Ambassador to Bahrain, the honorable Mr. John Twynam was hosted on board for lunch.

- 15 OCT Commenced Maintenance Material Management assist visit by members of COMPHIBLANT 3-M Team.
- 17 OCT Commenced nine day Weapons System review by Naval Ordnance Systems Support Office, Portsmouth, VA. technical representatives.
- 19 OCT Commenced H-3 Helo Certification Inspection, and also commenced conducting TEMPEST Survey.
- 26 OCT Departed Bahrain underway for Abu Dhabi, Inited Arab Emirates.
- 27 OCT Arrived Abu Dhabi and moored to berth number four (4), Port Zaid. Rendered full honors to the honorable Mr. STERNER, U.S. Ambassador to the U.A.E., and his guests. (ANNEX A)
- 29 OCT Departed Abu Dhabi, underway for Dubai, U.A.E. with the U.S. Ambassador as a guest.
- 30 OCT Arrived Dubai and moored to berth number 10E, Port Rashid.
  Rendered full honors to H. H. Sheikh RASHID, vice president of
  the president of the U.A.E. and ruler of Dubai. Also rendered
  departing honors to the U.S. Ambassador.
- Ol NOV Departed Dubai underway for Sir Abu Nu'ar enroute to Bahrain.

  (ANNEX A) Anchored off Sir Abu Nu'ar, U.A.E. and conducted boat/
  Landing Party Training. Departed Sir Abu Nu'ar underway for
  Bahrain.
- O2 NOV Arrived Bahrain, moored to berth number one (1), Mina Sulman Pier.
  The Chief of Naval Operations, Admiral HOLLOWAY visited the ship briefly.
- O8 NOV The Chief of Naval Operations, Admiral HOLLOWAY made an offical visit to the ship. Full honors were rendered. Admiral HOLLOWAY toured the ship, and spoke to the officers, the chief petty officers, and the crew.
- 14 NOV Underway enroute to Karachi, Pakistan for participation in the annual CENTO MIDLINK Exercise. (ANNEX C)
- 16 NOV Rendezvoused with units of the Iranian Navy. Conducted lightline and joint operations in preparation for exercise "MIDLINK '74".
- Rendezvoused with units of the U.S. Task Group 77.6 including USS CONSTELLATION (CVA-64). Conducted underway refueling of USS LAWRENCE (DDG-4) and USS ELMER MONTGOMERY (DE-1082).

Anchored Karachi, Pakistan for work-up phase Phase I of Exercise 19 NOV "MIDLINK '74". Underway for Phase II, Exercise "MIDLINK '74". **22 NOV** Anchored Karachi, Pakistan for tactical work-up phase of Exercise 25 NOV "MIDLINK '74". Underway for Phase III, tactical phase of Exercise "MIDLINK '74". **26 NOV** Anchored Karachi, Pakistan. 28 NOV Departed Karachi enroute to Bahrain. 30 NOV Arrived Bahrain and moored to berth number one (1) Mina Sulman 03 DEC Jetty for the duration of the year. Captain Burl A. TROUTMAN, Jr. relieved Captain Howard S. CROSBY 17 DEC as Commanding Officer, USS LA SALLE (AGF-3) in ceremonies on board. (ANNEX G)

#### Documentary Annexes

#### A. Port Visit Reports:

- 1. Massawa, Ethiopia
- 2. Male, Republic of the Maldives
- 3. Singapore
- 4. Subic Bay, R.P.
- 5. Singapore
- 6. Aub Dhabi, U.A.E.
- 7. Dubai, U.A.E.
- 8. Sir Abu Nuair, U.A.E.
- B. LA SALLE 111901Z MAR 74; Exercise ARYA '74 CNO 211914Z MAR 74; Exercise ARYA''74.
- C. USCINCEUR 110915Z DEC 74; Exercise MIDLINK '74 COMIDEASTFOR 071535Z DEC 74; Exercise MIDLINK '74 MIDLINK OP ORDER
- D. American Embassy Abu Dhabi 030642Z NOV 74; Port visit Abu Dhabi, U.A.E.
- E. LA SALLE Familygram
- F. LA SALLE Welcome Aboard Pamphlet
- G. LA SALLE Change of Command Ceremony Pamphlet
- H. LA SALLE Ledger (Newspaper)
- I. LA SALLE Two Year Report

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TERRETARING OUT TO the a composite. Is so to appropried our transfer to have on the f IN THIS Y COMMANDER ARMS MORTED BY ARM ACRE OF BURNEY ALLEGO, A the my ors. AND SHE ATTERED COUNTRY, PARTY ENGLISH EARLS. a fig. ings 39 em.iorse ien roures som sekurd. gram king arrived bassaya airlaat waa illa THE GAST. 1145 CREW. OG. AND THE DATE WHIL OH BERT DESIGN CONT. . Programme in the research december . The control of the control NO THE COLUMN AND REPLEMENTS OF MAIN 1807 OF BALLOW THE BENEFIC FOR THE THE COURT AND AND LA SELLE, THE WHITE HE TO BE COMED TO . 1340 SE und Garrengen neoterton rus kursklan (2004) kabal 1202 de a I LAYBULIC PISTION MODERN ON PRIMID FOR AMERICAN'S PARTY . I to caret Goot (3-1) aboversont to be at a coor fraing loss fit the of roam for roun. In source and the contract the FRANCISCO LA SPILLE DOCK BARD, COMETRIE OS, FLAVES TE MOSTO I THE OF BARR OF FINISPIA. IN MERCES CHIEF, LOS CONTRACTOR OF THE Territan on moand factor, 1945 fact, to, cas fact 2 19:100 10: TO CAPARAS AT LES VARENCON BY SOMETH, ROOM COLUNG OF LOW LOWER AN OF THE WIF BINESE, OMERNATIONS PERSON OF AT DISCUSS FORE WITH MAIN AT B DANCING TIMBERS.

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PAGE THREE AUGNAPOS 686 A. TRANSPORTATION. AS WAS CASE LAST YEAR BUFEROUS PROBLEKS DEVELOPED WITH TRANSPORTATION TO MEET DEHANDING IEB DAY SCHEDIFE. HOPE OF PROMISED IEN TRANSPORTATION ARRIVED AND ICH LEATER OFFICER THE WEARLE TO BE CONTACTED. ALTHOUGH 7 MS ARMY BURED WERE STORY SOL AT BOTO ROPERTED CALLS SEED M. SEED TO CO. I OF THAT'S FORT TAND AND MARCHING UNIT, DET BRIVE 130 052 MED PAREED TO LETUAN TO PROR OF SAUGEL, OF SILL SECOLOGY STRAN TO TRADEPORT CHEF DID NOT ARRIVE UNTIL 1990 ON 18 1 OR CO AND COS CHLY 3 HRS LAYER. ONE DAYBOR, . . DOYD, C to fed for discourteous and premiess phence was the BAR PERLIC IMAGE FOR USU AND FURNISHED TO THE TOTAL TO CIVILIAN POPULATION. NOUS OF 192 PATVING MAD HITTES. PECONICHE ING FOREIGN WARRY TOOK ! Deal available for sole but or same that that FIRE TRAT IN L. TRANSPORTATION CONFORTED TO CO-S. FRANCIONYATION OFFICER ON BOARD. B. SPORTS. SPORTS PERSONNEL FR MAGNEY BYA DELICED OF FRA MAN NO ATTEMPT TO WORK HARIONIOUSLY WITH LA THE STATE OF COUTRIBUTE TO OVERMAL USH SPORTS EFFORT AND LONG TO FACOCO DIERUPTIVE ECENE ON SPORTS FIELD DURING REST.

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NO BILLS WERE LEFT UNFAID.

11. IN'S EXTERSIVE COVERAGE OF SOVIET MOTLIN HO- ADD FONTHCOME.

12. PORT QUESTIONAIRE HAS NOT BEEN SUBMITTED.

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FORE VISIT TO MALE, REPUBLIC OF MALDIVES

1. MALE CUR SHORT VISIT IS STILL FRESH IN OUR MINDS BELIEVE
IT TO BE BENEFICIAL TO MAKE RECONNEMDATIONS FOR FUTURE VISITS.
2. FIRST, CONSIDERING THE SHORT TIME AND CIRCUMSTANCES
CURROUNDING LA SALLE'S VISIT, AS WELL AS THE PAUCITY OF CURRENT
LEFORMATION ABOUT THE MALDIVES PRIOR TO ARRIVAL, I FEEL THAT THE FORT
VISIT WENT EXCEPTIONALLY WELL. I REALIZE THAT LIAISON FROM OVER
JEW MILES AWAY IS DIFFICULT BUT AS USUAL YOU HAD EVERYTHING

LEAUTIFULLY ORGANIZED. THE CREW WAS ENTHUSIASTIC WITH WHAT THEY FOUND. IN SPITE OF MALE BEING DRY AND WITH THE EARLY LIBERTY EXPIRATION. THE FOLLOWING COMMENTS ARE OFFERED CONSTRUCTIVELY AND IT IS REALIZED THAT REMOTE LIAISON WILL MAKE SOME OF THE SUGGESTIONS

VERY DIFFICULT TO ATTAIN.

3. BASED ON THE REACTION OF THE OVER 50 GUESTS WHOM WE HAD THE

PAGE TUD RUYARPGU828 UNCLAS E F I O KOMOR OF HAVING ON BOARD, MORE GENERAL SHIP VISITIES (EITHER BY INVITATION OR NOTE WOULD DEFINITELY BE IN LINE. AS AN EXAMPLE, IT WAS NOTICED THAT THOSE MALDIVIANS GIVEN A TOUR OF THE CHIP WERE EXTREMELY EXCITED ABOUT SERING TELEVISION. IR THE FUTURE, CHILDREN'S PARTIES COULD BE HOSTED (BY INVITATION), WHERE THE CHILDREN WOULD BE GIVEN A SHIP'S TOUR FOLLOWED BY A FULL LENGTH IV PROGRAM, AND COOKIES AND ICE CHEAM. 4. IF A SHIP HAS A BAND, IT IS RECOMMENDED THAT ARRANGEMENTS EZ HADE FOR THE BAND TO PLAY IN MALE. THIS, PERHAPS, COULD HE COMBINED WITH AN ATHLETIC EVENT, AS THEY DREW LARGE CHOUDS. 5. A KEEN INTEREST WAS SHOWN IN DASKETDALL. A DEW SPORT IN MALE. RECOMMEND ONE OR TWO BASKETBALL CLINICS BE OFFERED FOLLOWING BY CAUFS. G. RECOMMEND THE BEST SWIMMING BEACH ON HIBJUD BE DEFINED. DEVERAL CREUMEMBERS FOUND THEMSELVES IN UNSAFE WATERS BY CUTTING DIRECTLY ACROSS THE ISLAND FROM THE LANDING. THE FISHERNES MIDISTER SAID THE BEST BEACH FOR SWINDING AND SKID DIVING THE AT THE NORTH END OF THE ISLAND. A VISUAL CHECK UPON CLEARING THE HARBOR TENDED TO CONFIRM THAS. WHERE ON THE SUBJECT OF HULULE, SHIPS SHOULD BE AWARE THAT ANYTHING LARGER THAN A WHALEBOAT

PAGE THREE EDYARPG0828 UNCLAS E F T O WILL GROUND IN MAKIND THE PIER AT LOW TIDE. A TIDE CLOCK is located at the hale landing and a boat should go there first TQUETERNINE WHAT THE TIDES WILL BE DURING THE SHIP'S STAY. 76 THE COSTS OF HIRING LOCAL BOATS, OFF-SEASON, FOR OUTLINGS COULD ET EXPLORED. SAIL TO ONE OF THE NEARBY UNIMARKIED ISLANDS FOR A SECULAR AND DIVING, THE SHIP FURNISHING FORM AND DEVERHOES. some provide a most rewarding day. Due to the size of the ICHARES AND THE FACILITIES AVAILABLE, WOULD RECOMMEND SEVERAL BOATS TARING GROUPS 30-40 TO DIFFERENT ISLANDS, CATHER THAN A SKIPS PICHIC ON OUR ISLAND. THE ISOLATION IS ONE OF THE MOST ATTRACTIVE FEATURES. 8. CONSIDER VISITS OF UP TO FOUR DAYS COULD BE PROFITABLE, BOTH FOR THE DIPLOMATIC ROLE AND FOR SHIP'S RECREATION; A THREE DAY VISIT BEING THE IDEAL. 9. NEW SUBJECT. MRS VAN HOLLEN'S ORANGE HAT WILL BE MAILED FROM SINGAPORE.

MNNN

PROOFED COWLES

PTTCZYUW RUYARPG 1399 1991050-CCCC-RURKBAA RUVNSII.
ZNY CCCCC
P 181050Z JUL 74
FM USS LA SALLE
TO RUGHBAA/COMIDEASTFOR
RUVKSII/USS MULLINNIX
RUVKSII/USS PAUL

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PORT VISIT REPORT - SINGAPORE

A. COMIDEASTFOR OPORD 7000 CD)

1. CD) USS LASALLE MADE AN OPERATIONAL PORT VISIT TO STUGAPORE,

13-16 JUL 1974. THE PORT VISIT WAS MADE FOR THE EXPRESSED PURPOSE

OF REST AND RELAXATION DURING THE BAHRAIN - SUBIC TRANSIT.

2. THE UPON LASALLE'S ARRIVAL AT THE NAM-OF-WAR ANCHORAGE, WORKERS

FROM VOSPER-THORNY CROFT, UNDER NAVY OFFICE SIMMAPORE COORDINATION,

REPORTED ON BOARD TO WORK ON 30 JOBS FROM THE SRF SUBIC WORK PACKAGE.

TWO WOMEN BARBERS WERE EMPLOYED FOR THREE DAYS DUE TO LASALLE HAVING

NO QUALIFIED BARBERS ONDD.

3. (U) THE USDAO, SINGAPORE, CAPT GAMMON, ALSO BOARDED LAEALLE TO

WELCOME THE SHIP ON ITS THIRD VISIT TO SINGAPORE. THERE WERE NO

OFFICIAL FUNCTIONS ARRANGED DURING THE THREE DAY VISIT.

PAGE TWO RUYARPG 1399 ON 15 JUL 74 CAPT CROSBY PAID A CALL ON COMMONDORE CLARK, AND CAPTAIN KLACK (WHO WILL RELIEVE THE COMED CLARK 16 DEC 74). 4. CHINESE AND SOVIET MERCHANT SIGHTIMES WERE REPORTED AS REQUIRED. NO INCIDENTS TO REPORT. 95 647
5. (U) ORIG RECEIVED 150,000 GAL DEM FUEL WHILE AT ANCHOR. 6. (U) THE CREW WAS IN FOUR SECTION BUYY AND WAS GRANTED LIESERTY FROM -131100GH JUL TO 169730GH JUL. CIVILIAN ATTIRE WAS WORN OH LIBERTY. NO INCIDENTS TO REPORT. 7. (U) THE CREW SPENT AN ESTIMATED \$30,000.00 ON LIBERTY. THE FOLLOWING PORT EXPENSES WERE INCURRED: THUGGA SERVICE PAYEE EST \$300.00 EST \$30.00 GARBAGE REMOVAL. CHUA SENG SOON TELEPHONE SERVICE S465.62 MILK BEATRICE FOODS \$1317.93 FRESH PROVISIONS FOOD-LEASON CO. UNKUGAN WATER ALL SERVICES WERE CONTRACTED BY US NAVY OFFICE SINGAPORE, AND WILL BE PAID BY THAT OFFICE USING NAVSUP 43. 6. (U) NO IR'S OR PORT DIRECTORY UPDATES TO BE SUBSTITUED. ADS 31 DEC 74

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RTTCZYUW RUYARPG0378 2486935-CCCC--RUQKBAA. ZNY CCCCC R 050935Z SEP 74 FM USS LA SALLE TO COMIDEASTFOR

NOW 1331 2 115 105 SEP74

PORT VISIT REPORT - SUBIC BAY, RP

A. COMIDEASTFOR OPORD 7009 (U)

1. USS LASALLE HAS COMPLETED A 40 DAY RESTRICTED AVAILABILITY
AT THE NAVAL SHIP REPAIR FACILITY, SUBIC BAY HAVAL STATION,
REFUGLIC OF THE PHILIPPINES 21 JULY-2 SEPT 74, WHILE THE RAV WAS
SCHEDULED FOR THE PURPOSE OF INSTALLING THE ANYSSC-6 SAVELLITE
CONMUNICATIONS SYSTEM, CORRECTION OF MAJOR INSURV-74 DISCREPENCIES,
SMD MAHY OTHER SIGNIFICANT JOBS SUCH AS 318/50 GUN MOUNT REPLACEMENT,
INSTALLATION OF THE ANYSRD-501 HFDF SYSTEM, PREPARATION FOR MELO
CARTEFICATION, AND NUMEROUS MINOR JOBS, AS WELL AS OUT FOR LABRALE
AERSONNEL WERE TAKEN ON BY HAVSHIPREPFAC SUBIC CLASALLE RAV SITEEPS

2. (U) OFFICIAL CALLS AND FUNCTIONS DURING THE FORT VISIT WERE AS FOLLOWS:

22 July - CO Called on Capt Fisher, CO NAVSKIPLEPFAC SUBIC DAY

24 JULY - CO CALLED ON CAPT VEIDMAN, CO NAVETA SUBIC BAY 29 JULY - CO ATTENDED CHANGE OF COMMAND OF CO LAVORIDREPFAC

(CAPT FISHER/CAPT DEJARMETTE),

28 AUG - CO'S AND WARDROOM DINNER FOR CFFICERS, AND WIVES, OF NAVSHIPREPFAC WHO WORKED ON LABALLE'S PAV.

3. (U) THE CREW WAS IN FOUR SECTION DUTY AND WAS GRANTED LIDERTY BOILY AT 1600. CIVILIAN ATTIRE IAW SOPA INST WAS WORD. SO INCIDENTS TO REPORT.

1. (U) THE CREV SPENT AN ESTIMATED \$120,866 ON LIBERTY.

5. (4) NO IR'S OR PORT DIRECTORY UPDATES TO BE SUBHITTED.

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RTTCZYUW RUYARPGØ915 2546400-CCCC--RUHGSUU. ZNY CCCCC R 110400Z SEP 74 FM USS LA SALLE TO COMIDEASTFOR //NØ3128// PORT VISIT REPORT - SINGAPORE (U) COMIDEASTFOR OPORD 7000 (U) 1. (U) USS LA SALLE MADE AN OPERATIONAL PORT VISIT TO SINGAPORE CANZUK

MAVAL BASIN/SEMBAWANG SHIPYARD), 6-10 SEP 74.

THE VISIT WAS MADE PRIMARILY FOR R AND R AND FUEL DURING THE SUBIC-BAHRAIN TRANSIT. THE FEW REMAINING SHIPYARD JOBS WHICH WERE NOT

COMPLETED DURING THE SUBIC RAV (LA SALLE RAV SITREPS REFER) WERE WORKED ON BY SEMBAWANG SHIPYARD.

2. (U) LA SALLE WAS BERTHED AT THE ANZUK BASIN IN COMPANY WITH THE USS SAN JOSE (AFS-7), THE HMS LEOPARD, AND TWO OF THE RN'S HONG KONG PATROL BOATS. CALLS BETWEEN SHIPS PRESENT WERE NOT MADE. CO. LA SALLE WAS SOPA. CO, LA SALLE CALLED ON COMMODORE CLARX, RAN,

COMANZUKNAV ON FRIDAY, 6 SEP 74.

3. III IT WAS NOTED THAT SIGNIFICANT PROGRESS HAS BEEN MADE ON THE NEW SUPERTANKER DRY DOCK, BEING BUILT AT THE SEMBAWANG SHIPYARD, AND THAT IT IS SCHEDULED FOR COMPLETION ON 31 DEC 74, WITH THE FIRST "SUPER" TANKER TO BE DRY DOCKED ON BI MAR 75. ONCE AGAIN, THE WORK ACCOMPLISHED BY SEMBAWANG SHIPYARD PROVED THAT IT IS A

MOST EFFECTIVE SHIPYARD.

CHINESE AND SOVIET MERCHANT SIGHTINGS WERE REPORTED AS

REQUIRED. NO INCIDENTS TO REPORT.

5. (U) ORIG RECEIVED 95,667 GAL DFM FUEL WHILE IN PORT.

6. (U) THE CREW WAS IN FOUR SECTION DUTY AND WAS GRANTED NORMAL WORK-DAY LIBERTY. CIVILIAN ATTIRE WAS WORN ON LIBERTY, NO INCIDENTS TO REPORT.

7. (U) THE CREW SPENT AN ESTIMATED \$20,000 ON LIBERTY.

THE FOLLOWING PORT EXPENSES WERE INCURRED:

TMA SERVICE PAYEE EST 3700.00 PORT COST EST \$800.00 TUG COST EST \$100.00 COLD IRON SVCS \$150.00 TYPEWRITER/XEROX RPR \$ 50.00

VEHICLE RENTAL \$623.00 BEATRICE FOODS MILK \$1487.13 PROVISIONS

ALL SERVICES WERE CONTRACTED BY US NAVY OFFICE SINGAPORE, AND WILL SEASON CO.

BE PAID BY THAT OFFICE USING NAVSUP 48.

8. (U) NO IR'S OR PORT DIRECTORY UPDATES TO BE SUBMITTED.

ADS 31 DEC 74

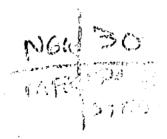
RETCZYUW RUQKBAA2949 3141939-CCCC--RUFRSUL ZEY CCCCC R 101039Z NOV 74 USS LA SALLE T ZEN/COMIDEASTFOR I FO USS ELMER MONTGOMERY U S LAWRENCE V/N 33128// PART VISIT REPORT - ABU DHABI, UAE (U) A: COMIDEASTFOR OPORD 7000 (U) I (U) USS LA SALLE MADE AN OPERATIONAL PORT VISIT TO I E CAPITAL OF THE UNITED ARAB EMIRATES - ABU DHABI -27-29 OCT 74. THE VISIT WAS IN SUPPORT OF THE CONCURRENT VISIT OF COMIDEASTFOR, AND WAS LA SALLE'S FIRST AND THE FIRST FLAGSHIP VISIT TO ABU DHABI SINCE 1971. 2: (U) LA SALLE MOORED STARBOARD SIDE TO BERTH 4 OF PRI ZAID AT 2703300 OCT 74. PILOT AND TUG ASSISTANCE WERE POVIDED. A CHRONOLOGICAL SEQUENCE OF EVENTS WAS AS FOLLOWS: 27 OCT 74-0330 - LA SALLE ARRIVE DUBAI 1015 - CMEF, COS, AND CO, LA SALLE CALLED ON THE REPRESENTATIVE O" THE MINISTER OF FOREIGN AFFAIRS, UNDER SECRETARY MR. AL-MAZRUI 1030 - 20 OFFICERS AND ENLISTED MEN DEPARTED ON A MINISTRY OF FOREIGN AFFAIRS SPONSORED TOUR TO THE DESERT OASIS OF AL-AIN. 1845 - CMEF, COS, AND CO, LA SALLE CALLED ON DEPUTY CHIEF OF STAFF ADDF WIL. AHMED AND C-IN-C ADDF SHEIKH KHALIFA. 115 - CMEF, COS, AND CO, LA SALLE CALLED ON THE COMMANDER ABU DEABI NAVAL FORCES COL. PETER PAIN. 1215 - THE FOLLOWING RETURN CALLS WERE MADE TO CMEF ON BOARD I E FLAGSHIP: REPRESENTING THE MINISTER OF FOREIGN AFFAIRS -UNDER SECRETARY MR. AL-MAZRUI, REPRESENTING CINC ADDF - ACTING CHEF OF STAFF COL. AHMED, AND COMMANDER AD NAVAL FORCES COL. POTER PAIN. CALLS WERE FOLLOWED BY A TOUR OF THE FLAGSHIP. 1330 " AND STERNER HOSTED AN INFORMAL LUNCHEON FOR CMEF, COS, ARD CO, LA SALLE AT HIS RESIDENCE. 1330 - 50 ENLISTED MER ATTENDED A BANQUET AT THE ABU DHABL GUEST HOUSE, SPONSORED BY THE MINISTRY OF FOREIGN AFFAIRS. 1500 - LA SALLE AND THE ABU DHABI DEFENSE FORCE COMPETED IN SICCER. 1500 - LA SALLE AND THE ABU DHABI NAVAL FORCE COMPETED IN 1500 - LASALLE AND THE ABU DHABI SAILING CLUB COMPETED IN VILLEY BALL. DECLASSIFIED Sail ING. 1530 - 1735 GENERAL SHIP VISITING 1900 - AMB STERNER HOSTED A RECEPTION AT HIS RESIDENCE FOR CHEF AND 17 OFFICER AND INVITED GUESTS. 23 OCT 74 -9308 - 15 OFFICER AND ENLISTED MEN DEPARTED ON A MINISTRY OF FOREIGN AFFAIRS SPONSORED TOUR TO THE DESERT OASIS OF AL-AIN. 3900 - SHIP VISITING COMMENCED FOR APPROXIMATELY 350 SCHOOL CHILDRED FROM THE BRITISH AND AMERICAN SCHOOLS. 40 ARAB CHILDREN WIRE SCHEDULED TO ATTEMP BUT DID NO ARRIVE. 1300 - 50 ENLISTED MEN ATTENDED A BANQUET AT THE ABU . ABI QUEST HOUSE, SPONSORED BY THE MINISTRY OF FOREIGN AFFAIRS. ,

1315 - 15 OFFICERS ATTENDED A BUFFET LUNCHEON, MOSTED BY THE AB J DHABI NAVAL FORCE AT THE NAVAL FORCE WARDROOM. 1330 - CHEF HOSTED A LUNCHEON ON BOARD FOR THE AMERICAN AMEASSADOR, OTHER MEMBERS OF THE DIPLOMATIC CORPS IN THE MAE, AND REPRESENTATIVES OF THE MINISTRY OF FOREIGH AFFAIRS, THE MINISTRY OF PETROLEUM, THE ABU DHABI NATL OIL COMPANY (ADNOC), AND THE MU ICIPALITY OF ABU DHABI. 1900 - THE AMERICAN COMMUNITY OF ABU DHABI HOSTED A BEACH PARTY BARBEQUE FOR ALL HANDS AT THE BECHTEL CORPORATION COMPOUND. MUSIC WAR PROVIDED BY LA GALLE'S BAND "GREENFIELDS". 29 OCT 74 -2938 - 120 MEN OF THE ABU DHABI NAVAL FORCES TOURED LA WALLE. 1200 - 30 ENLISTED MEN ATTENDED A BANQUET AT THE ABU DHABI GU ST HOUSE, SPONSORED BY THE MINISTRY OF FOREIGN AFFAIRS. Property Page 1400 + LASALLE DEPARTED ABU DHABI 3. (7) LA SALLE'S RECEPTION IN ABU DHABI WAS VERY FRIENDLY. SHIRK ZAID AND SEVERAL SENIOR OFFICIALS WERE ABSENT FROM THE COUNTRY AT THE TIME. ALTHOUGH HAVING TO FIGHT BATTLES OF CONSTANT SCHEDULING CHANGES JUST PRIOR TO THE SHIP'S ARRIVAL, THE AMEMBASSY AMERICAN COMMUNITY DEVELOPED A FINE PROGRAM WHICH YIELDED ALL HA DS MANY FINE ACTIVITIES. THE GOVERNMENT OF ABU DHABI ALSO SET UP SOUR ACTIVITIES WHICH HAD THE POTENTIAL OF BEING QUITE NICE, HOMEVER, DUE TO SOME TRANSPORTATION AND COORDINATION DIFFICULTIES, AND POOR TIMING VIS-A-VIS OTHER SCHEDULED EVENTS, THE PROGRAM WAS NO UTILIZED TO ITS MAXIMUM POTENTIAL. FOR INSTANCE, THE TOUR TO AL AIN, THE ENLISTED BANQUET, SPORTING EVENTS, AND SHIP VICITING OWER-LAPPED ON 27 OCT. LIAISON THROUGHOUT THE VISIT WAS MAINTAINED WITH AN AMEMBASSY REP. AN ABU DHABI DEFENSE FORCE REP WAS ALSO ASSIGNED BY THE GOVERNMENT TO AID IN COORDINATION. 4. (7) THE CREW WAS IN FOUR SECTION DUTY DURING THE PORT VISIT. THERE WERE NO SHORE PATROL REQUIREMENTS. TROPICAL WHITE LONG/SHORT WAS WORN AT ALLTIMES EXCEPT DURING SPORTING AND SPECIAL-EVENTS, AN ESTIMATED \$1000.00 WAS SEPNT BY THE CREW IN ABU DHABI. 5. (U) SERVICES AVAILABLE IN ABU DHABI ARE AS FOLLOWS: PILOT, TUGS, FUEL OFM), FRESH WATER, FRESH AND DRY PROVISIONS, GALBAGE DISPOSAL, TELEPHONE, AND CURRENCY EXCHANGE. TUG AND PM OT SERVICES WERE PROVIDED AT NO COST. GARBAGE DISPOSAL WAS THE ONLY PORT COST INCURRED (APPROX \$50.00) AND WAS ARRANGED THIOUGH GRAY MACKENZIE LID. OF ABU DHABI. BILLING WILL BE MADE DAFTICT TO ORIG VIA GRAY MACKENZIE LTD. OF BAHRAIN. 6. (U) A PORT QUESTIONAIRE IAW CINCPACELTINST 3128.6A TO BE SE MITTED PRIOR TO 14 NOV 74. 7. THE PORT OF ABU DHABI, PRESENTLY WITH TEN COMMERCIAL BEITHS, IS BEING EXPANDED FOR A GREATER COMMERCIAL CAPACITY WITH THE ADDITION OF LARGE WAREHOUSES AND EIGHT MORE BERTHS. ONE OS !! RED AND ONE OSIS WHITE WERE SUBMITTED IAW CURRENT INSTRUCTIONS. ADS 31 DEC 75 J SHIP SK D HI. 121.49

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LAS FUMER MONTGOMERY



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(I) SAG , LASEG - TROSSEN 1121

THE COMPENSION OF ORD 7003 (U)

COMPENSION OF ASALLE MADE AN OPERATIONAL FURT VISIT TO THE POLITICS

AS EMPRATE STATE OF DUBAL 38 OCT + OF NOV 74, THE VISIT WAS

NOTED OF THE CONCURRENT. VISIT OF COMEDEAS FOR A VOIDAL HAR DATA

JEST AND THE FIRST FLAGSHIP VISIT TO COMEAL SINGE 1971.

THE PROVIDED. A CHRONOLOGICAL SEQUENCE OF EVENTS WAS AS FULLED.

PART - CMEET COS, AND CO LASALLE CALLED ON NOR. CHEER HARRING TO CV.P. OF UAE, AND RULER OF DEPARTS AND SHAFEH MARKETS RECORD TO RASHID CHINISTER OF DEFENSES AT MAJLES (GOVERNMENT RECORD).

THE ENGLISH SPEAKING SCHOOL AND 60 CHILDREN FROM THE AMERICAN SCHOOL.

OF DUBAL, AND HIS SON H.H. SHELDH MOHAL BLEVER OF DUBAL, AND HIS SON H.H. SHELDH MOHAL BLEVER OLD IN MADE A RETURN CALL ON CHEF ACO CO, LASAULE, FOLL I A TOUR OF THE SHIP.

1300 - MR SHEPHERD OF THE DUBAL PETROLOUM COMEANY HOSTER A LUNCKEON AT HIS RESIDENCE FOR LAWM AND MAD. THATRE - 1 15 OFFICERS.

1400 - THE LASALLE BASKETBALL, WOLLEVORED, AND CONTRACT TO COMPETED AGAINST THE AMERICAN SCHOOL.

FALLING PLATE ENDOTTING MATCH AGAINST THE HUMAN CONTROL OF THE FORCE. MATCH WAS ALTERDED BY HANA SHOTING PRADMENT OF THE HANKS. ADD CO. .

ASON - TOUR OF THE FLATSHIP WAS CONDUCTED FOR AT GENERAL OF THE PROBLEM OF THE STANDARD OF THE

VAS SPONSORED BY THE DUBAL AVERTICAN COUNTRY AT THE LOGAL COUNTRY CLUB . THE SHIP'S HAND, THE CHEF ATTIME PROVIDED THE ENTERTAINMENT.

1930 - H.A. CHEIKH RASHID, BURER OF DUBAL, MOSTID & CALLER . - JUNAIRAN BEACH PALACE FOR 23 OFFICERS AND INVITED BURERS

DOLDS - SEIP'S VISITING COMMERCED FOR SPENDKIMMIELY and CHURCH

## DECLASSIFIED

FROM THE ENGLISH SPEAKING AND AMERICAN SCHOOLS.

0900 - 50 SELECTED ENLISTED MEN, AT THE INVITATION OF H.H. SHEIRH MOHAMMED BIN RASHID, UTILIZED THE SWIMMING POOL AND GARDEN AT THE SHEIKH'S PALACE IN AWIR.

6920 - CO, AND TWO OFFICER'S DEPARTED ON A VERY INTERESTING DAY TOUR OF DUBAL, AND THE FORMER TRUCIAL STATES OF SHARJAH, RAS AL-KHAIMAR, AND AJMAN.

1420 - LASALLE'S BASKETBALL TEAM PLAYED A REMATCH WITH THE TEAM

OF THE AMERICAN COMMUNITY.

1900 - CMEF HOSTED A DINNER ON BOARD FOR H.H. SHEIKH MOHAMMED BIN RASHID, AND OTHER DISTINGUISHED GUESTS OF THE DUBAL COMMUNITY.

51 6 W 74 W

. HOW - LASALLE DEPARTED DUBAL A. AGD LAGALLE'S RECEPTION IN DUBAL WAS MOST CORDING. BOTH THE DURRHABINTS OF THE UAE AND DUBAL, AND THE AMERICAN COMMUNITY CODAY TO THERE, IN CONJUNCTION WITH AMEMBASSY ARE DEAST, DEVELOPED TO DUTSTANDING PROGRAM FOR THE PORT VISIT, WHICH WAS GHEATLY THE HATED BY ALL HANDS. TUGS AND PILOT SERVICES WERE PROVIDED AT NO TOI, TRANSPORTATION TO ALL EVENTS WAS PERFORMED EMPERITIOUSLY. DESIGN THROUGHOUT THE VISIT WAS MAINTAINED WITH AS AFRICASSY REP.

TOBERTH A DUBAL DEFENSE FORCE REP WAS ALSO ASSIGNED BY THE GOVERNILLS R THANSFORTATION COORDINATION.

(U) THE CREW WAS IN FOUR SECTION DUTY DURING THE PORT VISIT.

HUNBLING ALL HANDS THE EXPERIENCE OF VISITING YET ANOTHER PORT IN THE MER OPAREA. THERE WERE NO SHORE PATROL REQUIREMENTS. TROPICAL WHITE ASPRIORY WAS WORN AT ALL TIMES EXCEPT DURING SPORTING AND SPECIAL PEPE AN ESTIMATED S2000.00 WAS SPEET BY THE GREW IN BUBAL. (U) SERVICES AVAILABLE IN DUBAL AS FOLLOWS FILOT, TUGS; THE CHEM), FRESH WATER, FRESH AND DRY PROVISIONS, CARRAGE "DOWL, TELEPHONE, AND CURRENCY EXCHANGE. THE FOLLOWING PORT

TE WERE INCURED OURING THE VISIT: GARDAGE DISPO AL ESGLODIAN FORD. S WATER \$125, ON CAPPROXIS BOTH SERVICES WERE ARRA JED INLOUGH CREE

TREZIE LED OF DUBAL BULLINGS WILL BE NABE DIRECT TO DELG A BRAY MACKERELE LID. OF BAHRANA.

THE A PORT CUMSTIONNAIRE LAW. CLNCFACTUTINST 3123, SA 40 BE

BESTED PRIOR 30 14 NOV JA-

. THE PORT OF DUBAL IS THE LARGEST AND BUSIEST ARCHIAN GULT HIT PASERVED IN MATA. EVIDENCE OF THES WERE THE 33 SHIPS IN THE TO LEGED ANCHORAGE. ONE OSIS RED AND ONE USIS WHITE WISE TO COED LAW CURRENT INSTRUCTIONS. THE LEARNED DIS COCKIDE WALLTY TO THE WEST OF FORT RACHID IS PROGRESHING

PARTY, PHILE PERTHER PLANS ARE BEING DEVELOPED TO DOUBLE PORT

Chirons Coumer tal FACALITIES.

THE IF FRANCE AND TAD FUNDS ARE AVAILABLE IT IS RECORDED THE SHADRE FORT VISI'S (C PORTS GLOSE TO THE HOME FORT OF CARDYIN, USS LITATION OF FICER DESERT ONE WELK IN ADVANCE TO ATS

SAY IN COURDINGTION OF THIP'S ACTIVITIES, ES VOLALLY IN THE AS OF AMAIL AND LATE OF SHIPEOARD FACILITIES, SHIP IS REDUIDED FOR

MIST SPECIAL TER SETTING.

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R TTCZYUW RUQKBAA0961 3090705-CCCC--RUFRSUU. ZNY CCCCC R 050705Z NOV 74 PM USS LASALLE TO ZEN/COMIDEASTFOR INFO AMEMB ABU DHABI UAE USS LAWRENCE USS ELMER MONTGOMERY BT //NØ3128// PORT VISIT REPORT - SIR ABU NUAIR (U) A. COMIDEASTFOR OPORD 7000 (U) 1. (U) USS LASALLE MADE A 4-HOUR OPERATIONAL VISIT TO THE WAE CLAIMED ARABIAN GULF ISLAND, OF SIR ABU NUAIR. THE SHORT VISIT WAS MADE FOR THE PURPOSE OF AFFORDING ORIGITHE OPPORTUNITY TO TRAIN LANDING CRAFT PERSONNEL, AS WELL AS TO TRAIN THE SHIP'S LANDING PARTY IN OFFENSIVE DEFENSIVE TACTICS. THE VISIT ALSO YIELDED THE CREL AN OPPORTUNITY FOR BEACH RECREATION. 2. (U) ORIG ANCHORED ON THE EAST SIDE OF THE ISLAND (POSIT 2515N3, 05415E5) APPROX 1500 YDS OFF SHORE, IN 14 FATHOMS OF WATER. LAND-INGS BY THE SHIP'S TWO LCM-6 LANDING CRAFT WEPE SUCCESSFULLY MADE SEVERAL TIMES ON THE EAST SHORE OF THE ISLAND. FOR A PERIOD OF TWO HOURS, THE SHIP'S LANDING PARTY TRAINED IN OFFENSIVE/DEFEN-SIVE MANEUVERS IN FULL GEAR BUT WITHOUT WEAPONS. THE TRAINING WAS VALUABLE SINCE THIS TYPE OF ACTIVITY AT PRESENT CANNOT BE CONDUCTED ANY WHERE ELSE IN LASALLE'S OPERATING AREA; THE SAME HOLDS TRUE FOR THE TRAINING OF LANDING CRAFT COXSWALES.

3. DURING OPIG 30 OCT - 1 NOV PORT VISIT TO DUBAL, INFO RECEIVED ON SIR ABU NUAIR INDICATED THE ISLAND WAS CURRENTLY NOT IN USE, AND FOR THIS REASON ORIG WAS GRANTED PERMISSION FOR THE LANDING PARTY TO CONDUCT SMALL ARMS FIRING. HOWEVER, UPON ARRIVAL ORIG OBSERVED A CONSTRUCTION UNIT (3 CRAMES, TRACTORS, TRUCKS, PRE-FAR BUILDINGS, ETC) LOCATED ON THE EAST SHORE'S BEACH. DUE TO THIS PRESENCE, SMALL ARMS FIRI'M VAS CANCELLED AND WEAPONS WERE NOT CARRIED BY THE LANDING FORCE. UPON INQUIRY, IT WAS LEARNED THAT AN UNNAMED DUBAL FIRM ("ORKERS WERE FRENCH, DUTCH, FLEMISH, BRITISH, ARAB) HAD BEEN CONTRACTED TO MINE ROCK FOR THE NEW ADDITION TO THE ABU DHAB! HARBOR, AND TO BUILD A SMALL JETTY AT SIR ABU NUAIR. NO BOATS WERE OBSERVED UNTIL JUST AFTER LASALLE'S DEPARTURE WHEN A PG BOAT (0523), FLYING THE ABU DHABI TRUCIAL STATE PLAG, APPROA -CHED LASALLE FROM ASTERN AND CIRCLED ORIG ONCE. COMMUNICATION ATTEMPTS BY OFIG WERE UNANSWERED. GDS-80 BT "REPUL FOR RECORD PURPOSES 9961 SHIP DULY

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...111901Z MAR 74 FM HES LA SALLE TO COMIDEAST FOR BT.

EXERCISE ARYA EXERCISE ARYA WAS CUNDUCTED FROM 898538CD STARTING FROM ANCHORAGE AT BANDAR ABBAS TO 181655 CD ENDING AT ANCHORAGE AT BANDAR ABBAS. THE TERM "EXERCISE ARYA" IS PERHAPS A MISNOMER AS TO WHAT IS ENVISIONED BY SUCH A TITLE. WITH THE EXCEPTION OF A TWO AND ONE HALF HOUR NIGHT ENCOUNTER EXERCISE THE OPERATIONS WERE NO DIFFERENT TO WHAT ONE WOULD EXPECT TO SEE CONDUCTED IN ANY FLEET OPERATING AREA DURING A SIMILAR PERIOD OF TIME. 2. (U) THE EXERCISE WAS CONDUCTED IN THE STRAIT OF HORMUZ NORTH OF THE SHIPPING LANES. THE CENTER OF THE EXERCISE AREA L. 36-45.5N, 56-32.8E WAS 28.5 MI FROM BANDAR ABBAS. THE EXERCISE WAS CONDUCTED WITHIN A 26 MI RADIUS OF THE CENTER. DEPTH OF WATER AVERAGED 35FATHOMS. WEATHER WAS CLEAR WITH UNLIMITED VISIBILITY AND SEAS WERE CALM.

3. (U) THE US, UK AND IRANIAN PARTICIPANTS WERE FORMED INTO

PAGE TWO RUNKRPG2272 TASK UNITS AS MULTINATIONAL AS POSSIBLE

A. HMS SCYLLA (F 71), USS BRUPBY (DE1844), IIS SAAM (DE 12)

B. HMS DANAE (F 47), IIS SAAL (DE 14), IIS KAHNAMOUIE (F28)

C. HMS ARIADNE (F 72), USS KOELSCH (DE 1849), IIS MILANIAN (F 27)

D. USS LA SALLE (AGF 3), RFA TIDESPRING (A 75), RFA LYNESS (A 399)

4. (U) SEPVICES WERE PROVIDED BY A. IIS KARKAS -TOWED SLED

AIR CONTROLLER DRILL B. Ilaf F-4 DET

INPORT AIR CONTROLLER DRILL C. UK NIMROD A/C

INPORT TARGET AQUISITION D. IIAF C-130 -

AA FIRING AT DELMAR TARGET E. IIAF T-33 F. IIN UDT - INPORT ANTI-SWIMMER EXERCISE

G. UK FILOTLESS TARGET A/C - AA FIRING LAUNCHED AND CONTROLLED

BY RFA TIDESPRING

- FORMED TRIANGLE FOR NGFS H. IIN DANBUOYS

I. RFA TIDESPRING - UNREP

5. (U) LA SALLE ARRIVED BANDAR ABBAS 080800CD. WHILE AN EXERCISE BRIEFING WAS BEING CONDUCTED AT THE IIN BASE, COMMUNICATIONS, HARBOR PLOTTING, GUN TRACKING, E.W. PROCEDURE, AND INTERSHIP RATT EXERCISES WERE BEING CONDUCTED AT THE ANCHORAGE. FROM 081860 TO

ANNEX B)

## DECLASSIFIED

PAGE THREE RUGKRPG2277 082100 CD AN ANTI-SWIMPER EXERCISE WAS CONDUCTED. 6. (U) LA SALLE HELO LIFTED RADM HABIBELAHI COMMANDER PERSIAN GULF AND IIN FLEET FROM BANDAR ABBAS AT 898838CD TO RFA LYNESS WHERE HE WITNESSED LA SALLE CONDUCT A HIGHLINE EXERCISE WHERE LA SALLE PROVIDED AND MADE TWO PRACTICE APPROACHES. HE WAS TRANSFERRED BY RN WASP HELO TO HMS SCYLLA AND THENCE TO LA SALLE FOR LUNCH. HE WAS RETURNED TO BANDAR ABBAS AT 091500CD. 7. (U) LA SALLE ALSO CONDUCTED SIX HOURS OF GOD TRAINING AND PRACTICE APPROACHES WITH LYNESS GIVING SERVICES. LA SALLE WAS OTC FOR NINE HOURS OF NIGHT TASK GROUP STEAMING FOLLOWED BY OTC OF BLUE FORCES FOR A NIGHT ENCOUNTER EXERCISE. DURING NIGHT STEAMING LA SALLE RECEIVED 238 THOUSAND GALLONS OF FUEL FROM TIDESPRING. 8. (U) LA SALLE CANCELLED A DRONE A/A SHOOT AND A TOWED TARGET A/A SHOOT DUE TO A CASREPTED FIRE CONTROL SYSTEM. FOR A SURFACE SHOOT, THE TARGET WAS LATE DUE TO ENGINE TROUBLE WHICH ALLOWED ONLY ONE PASS TO BE MADE AND CASUALTIES WERE EXPERIENCED WITH BOTH STARBOARD MOUNTS ON THE ONE FIRING RUN WHICH PERMITTED LITTLE TO BE GAINED FROM THE EXERCISE. 9. (U) UPON RETURN TO PORT LA SALLE CONDUCTED PRECISION ANCHORING

PAGE FOUR RUCKRPG2277 EXERCISES.

10. (U) THE EXERCISE CRITIQUE WAS CONDUCTED ON BOARD LA SALLE FROM 101800 TO 101930CD WITH RADM HABIBELANI IN ATTENDANCE.

11. (U) IN ORDER TO HAVE MAXIMUM FLEXIBILITY OF MANEUVERING, TWO BOILERS WERE MAINTAINED ON THE LINE FOR THE EXERCISE NECESSITATING PORT AND STARBOARD FIREROOM WATCHES.

12. (U) THE EXERCISE WAS EXTREMELY VALUABLE FOR ALL HANDS ON BOARD.

BT

#2277

STARE /2

DECLASSIFIEL

NNNN

RTTCZYUW RUQKBAA4344 8821387-CCCC--RUEDJIA. DECLASSIFIED

ZNY CCCCC
R 231387Z MAR 74
FM COMIDEASTFOR
INFO RUEDJIA/COMPHIBLANT LITTLE CREEK VA
R 211914Z MAR 74
FM CNO VASHINGTON DC
TO USS LA SALLE
USS NOELSCH
UBS BRUMBY
INFO CINCUSNAVEUR LONDON UX
GINCLANTFLT NORFOLK VA
COMIDEASTFOR
COMCRUDESLANT NORFOLK VA
BT

NGR 37 1268-2 24 MAR 74

//# 63566//

TRI-MATIONAL NAVAL EXERCISE ARYA 74

1. MIDEASTFOR SHIPS PARTICIPATION IN SUBJECT EXERCISE HELPED
SIGNIFICANTLY TO ENHANCE PROFESSIONAL RELATIONSHIPS BETWEEN IIN
AND USN AND SHOWED HIGH DEGREE OF PERSONAL UNDERSTANDINGS OF USN
ROLE IN AN AREA OF GREAT IMPORTANCE TO THE U.S.
2. (U) BRAVO ZULU TO ALL HANDS. E.R. ZUMWALT, JR., ADMIRAL, USN,
CNO.

6DS-88

**64344** 

MMMM

VZCZCBAB143 RTTUZYUM RUDONBA 1354 345 15 86-UUUU -- RUQKBAA. ZWR UUUUU R 1115 84Z DEC 74 FM CINCUSNAVEUR LONDON UK INFO RUCKBAA/COMIDEASTFOR -RUQKBAA/USS LASALLE -RUVNSII/USS ELMER MONTGOMERY RUVNSII/USS LAWRENCE P 118915Z DEC 74 ZFF-3 FM USCINCEUR VAIHINGEN GERMANY TO RUDONBA/CINCUSNAVEUR LONDON ENGLAND RHFRAAB/CINCUSAFE RAMSTEIN AB GERMANY BT UNCLAS ECDC 20872 EXERCISE MIDLINK 74 THE COMMANDER IN CHIEF OF THE PACIFIC COMMAND, ADMIRAL GAYLER, HAS HIGHLY PRAISED MIDLINK PARTICIPANTS FOR THEIR PROFESSIONAL WORK. WHICH PAID OFF SO WELL IN TRAINING FOR CENTO FORCES. HE ASKED THAT WE PASS HIS "WELL DONE" TO ALL EUROPEAN COMMAND PARTICIPANTS.

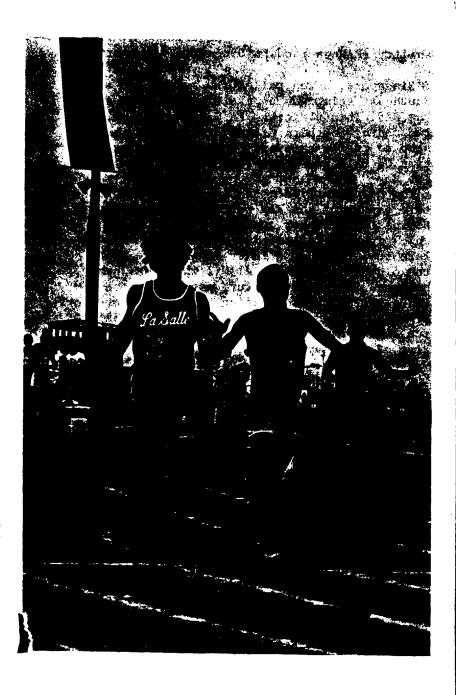
RTTEZYUW RUGKBAA1526 3411535-EEEE ZNY EEEEE R 071535Z DEC 74 FM COMIDEASIFOR TO USS LAWRENCE USS ELMER MONTGOMERY ZENJUSS LASALLE BT UNCLAS E F [ 0//N00000// MIDLINK '74 A. JCS WASH DC U415U5Z DEC 74 (NOTAL) 1. THE FOLLOWING EXTRACT FROM REF A IS QUOTED AS FOLLOWS: QUOTE I WISH TO EXPRESS MY GRATITUDE TO ALL WHO WORKED TO INSURE THE SUCCESS OF EXERCISE MIDLINK '74. PLEASE EXTEND TO THOSE CONCERNED TO THE PLANNERS, TO THE PARTICIPANTS, AND TO THE SUPPORT FORCES MY PERSONAL CONGRATULATIONS FOR A JOB WELL DONE. YOUR EFFORTS IN SUPPORT OF CENTO HAVE BEEN RECOGNIZED AT THE HIGHEST LEVELS OF OUR GOVERNMENT AS AN IMPORTANT CONTRIBUTION TO PEACE AND SECURITY IN THE AREA. GEORGE S. BROWN, GENERAL, USAF, CHARMAN, JOINT CHIEFS OF STAFF. UNGUCLE. 2. MY PERSURAL CONGRATULATIONS TO THE MEMBERS OF THE MIDDLE EAST FORCE. WELL DONE. R.J. HANKS, RAUM, COMIDEAST FOR

# LA SALLE FAMILYGRAM

JUNE 27, 1974

USS LA SALLE (AGF-3)

FLAGSHIP COMMANDER MIDDLE EAST FORCE



singapore midlink massawa ien'74 karachi insurv



(ANNEX E)



HOWARD S. CROSBY Captain, U.S. Navy Commanding Officer



WELDON J. BOWLING LCDR, U.S. NAVY EXECUTIVE OFFICER

COVER-

SN (b) (6) finishes a dramatic race during I.E.N. '74 that brought La Salle a second place in the 400 meters.

Dear La Salle Families and Friends

The Shamal has come and gone and a whirlwind of events and scenes have glowed and dimmed since the last letter to you.

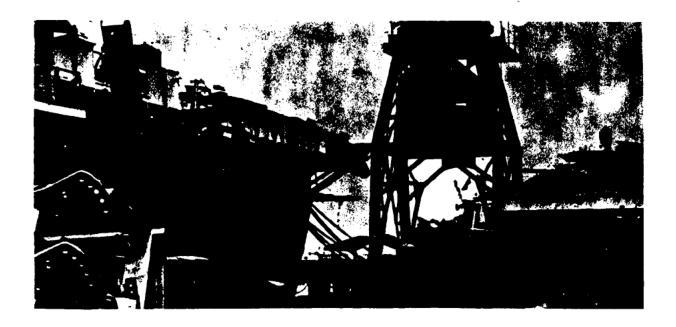
On September 5, 1973, the ship got underway for the long eastward trek to Singapore. As some of you may recall, La Salle's request for an ND conversion and a Restricted Availability (RAV) period in Singapore was approved.

Singapore, often called the modern gem of Southeast Asia, was an exciting location for the RAV. This visit was La Salle's second, her two month "Southern Cruise" included a short stop to review shipyard repair facilities. This time La Salle was there for business.

The Navy Distillate conversion was the feature aspect of the RAV period in Singapore. Besides its cleaner qualities when burned, which is good for topside spaces, Navy Distillate fuel burns at a lower temperature than the old Navy Special Fuel Oil which was heavy, hot, and laden with sulfur, ash and carbon residue. With the elimination of a large portion of these heavy pollutants, the Navy Distillate fuel has a higher purity level and is indicative of the Navy's concern for our environment.

The restricted availability period proceeded without a serious flaw. The outlined schedule was met and in many cases surpassed. The total period for the ND conversion was the shortest time in which a conversion of this type has ever been accomplished. It was a new Navy record. This outstanding achievement can be attributed to our fine engineers who performed brillantly under heavy stress. The entire crew did an excellent job.

However, not all of our time was devoted to work-a little enjoyment also filled our schedule. Singapore has a tremendous amount to offer and the crew took advantage of that fact. Berthed at the north end of the island while the city occupies the southern portion, the ride into the city proper was a pleasant introduction to Singapore City. Dotted with banana



and coconut trees, and lush growth, the roadside plants provided a good example of the results of tropical weather with much rain.

Several crew members took advantage of a 3-day tour of Malaysia which included Malacca and the Malaysian capital of Kuala Lumpur. Being a bus trip, the entire three days were filled with excitement and jungle adventure. Malaysia is a beautiful country and the small three day taste left a hunger in many of us who wished there could have been more time for sightseeing.

On October 21, the Singapore experience drew to a close as La Salle headed for sea trials and eventual Navy Distillate certification by a team of experts from the United States. After certification La Salle turned homeward to Bahrain.

It was on November 1 that La Salle, after a refueling stop at Sitra, Bahrain, pulled alongside the Mina Sulman pier to a warm reception of eager families and friends. Singapore required a tremendous amount of effort on the part of all the crew and the in port period came as a refreshing and much needed rest.

ABOVE-

The Sembawang Shipyard where La Salle underwent her ND conversion.

BELOW-

AN (b) (6) displays the routine hard work that was required of all the crew during the RAV.





With the sun setting earlier and the temperature reducing to the 80's, the Shamal or local winds heralded the approach of the winter season . Even though the temperature rarely drops lower than 60, the winter season in Bahrain can seem just as cold as winter in many areas of the United States to those who have become accustomed to the high heat of the summer and fall. With the cooler temperatures, horse and camel races begin during the month of November and the weather is perfect for archeological tours on which one can discover Bahrain's 4000 years of traceable history and culture.

As the month drew to a close, La Salle was underway again. Thanksgiving found us on our way to the port of Bandar Abbas, Iran. La Salle met with naval forces from Great Britian, Pakistan, Iran and five other U.S. ships for Operation MIDLINK, a CENTO naval exercise. At Bandar Abbas, La Salle crew members were pleased with the opportunity to compete with the different foreign navies for awards in soccer, volleyball and basketball in which La Salle won first place.

#### ABOVE

LaSalle crew members took the opportunity to see first hand how their Pakistani counterparts live.

\* \* \* \* \* \* \* \* \*

During the 14-day exercise, many of La Salle crew members who were new to the ship and/or the sea, gained practical experience from such at-sea evolutions as VERTREP; verticle replenishment at sea using a helicopter and underway refueling. Experience was gained in every facet of the ship's operation from the Engineers to the Gunner's Mates. When La Salle returned to Bahrain in middle December, she returned a better prepared ship and crew.

This resting period gave crew members time for Christmas shopping and telephone calls home. The two Pakistani ships that participated in the MIDLINK exercise paid an official visit to the State of Bahrain. During their 4-day port visit, La Salle crew members took this golden opportunity to see first hand how their Pakistani counterparts

lived. Lunch and tours of the PNS BADR and PNS JAHANGIR provided many good memories for many La Salle crew members.

The Christmas trees ordered from Norfolk, Virginia arrived and were on sale at a bargain price of \$2.00 a tree. The fresh pine tree smell was a welcomed scent which provided a nice surprise for the Christmas season for the La Salle families and those living on board.

Under the direction of PO3 (b) (6) OMSN (b) (6) La Salle was prepared for the Christmas season which featured Santa Claus and his reindeers on the ship's bridge and a navitity scene flanked by christmas trees with white ornaments on the quarterdeck. The ship's store prepared itself with a good selection of christmas decorations. To help celebrate in the real Christmas fashion, a group of Bahrain school children were invited aboard ship for cookies, milk, ice cream and a movie. When Santa Claus appeared, played by Warrant Officer (b) (6) the crowd went wild and rushed to greet the authentically costumed Santa. Santa Claus came laden bearing gifts provided by the ship's welfare and Recreation committee. It was a warm affair, one I am sure that not only the children but the committee and Warrant Officer (b) (6) won't forget.

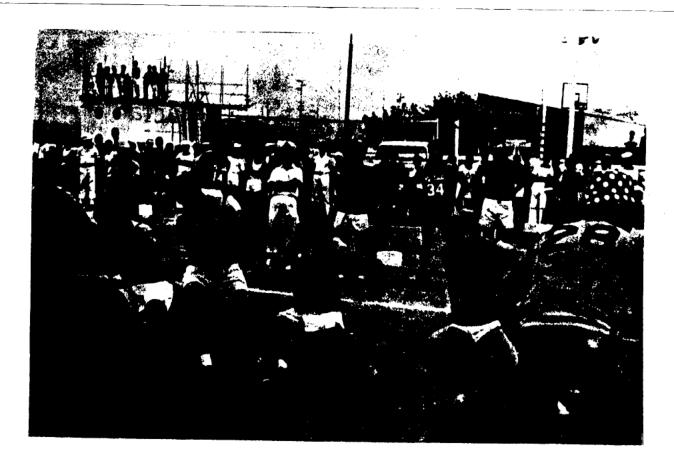
Christmas and New Year passed peace-fully and 1974 came quietly. Later during the month of January a beautiful memorial service for the late Doctor Martin Luther King Jr was held under the awning on La Salle's flight deck. A small choir composed of crew members inspirationally sang which added greatly to the over-all effect of the memorial service.

January was the month of preparations and perparations were being made for our biggest sport event of the year which takes place in Massawa, Ethiopia during the Imperial Ethiopian Navy Days in middle February. Volunteers were being recruited for sport events ranging from track and field events to boat pulling to pistol shooting. The La Sal

"when santa appeared.... the crowd went wild"



Played by Warrant Officer (b) (6)
Santa Claus came laden bearing

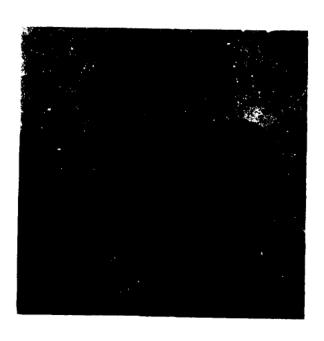


Honor and Color Guard along with the La Salle 50-man strong marching unit were making serious preparations with intense drilling.

With these intense training sessions behind them and with high hopes for the future, La Salle proceeded onward to Massawa, Ethiopia to represent the United States in the 1974 Imperial Ethiopian Navy Days.

Firing a 21 gun salute, La Salle entered Massawa harbor ready to begin the 5-day affair. Present for this year's events were ships of seven nations: HMS DANAE, Britain; FNS PROTET and LA COMBATANT, France; IIS ZAAL from Iran, USSRNS KOMSOLETS from the Soviet Union, PNS BADR from Pakistan, two Sudanese patrol boats and the host nation's flagship, the HIMS ETHIOPIA.

# heave, heave!



A member of the LaSalle crew team SN (b) (6) smiles for the camera.

Unlike last year, La Salle entered competitors in all the sporting events. And as the celebration continued it became evident that practise does make perfect or at least better, as La Salle finished with top honors second only to Ethiopia. Some of the crew members won individual honors in specific events This year La Salle had its stars who did their best. Amoung the individual winners were: SN (b) (6), who's dramatic finish brought a second place in the 400 meter race, JO1 Al (b) (6) who won second in the javelin throw and first in the high jump, HT3 (b) (b) placed 4th overall in the pistol shooting events, HTFN (D) (6) who finished first in the 100 meters swimming competition.

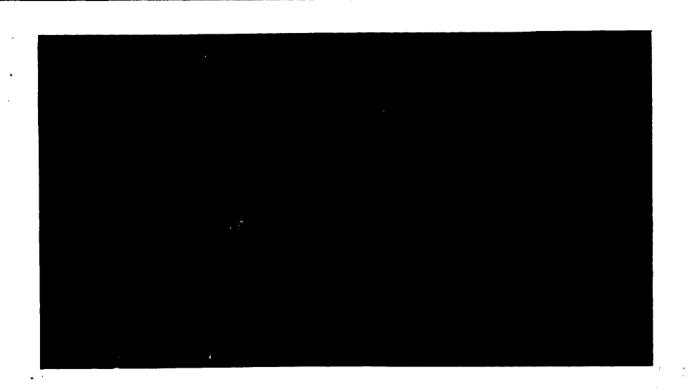
The highlight of I.E.N. '74 was the graduation of the 15 Ethiopian Cadets from the Imperial Ethiopian Naval College.

As the celebration drew to a close, it was impressive to see the La Salle marching unit round the corner in perfect step to the beat of "Anchors Aweigh" passing the reviewing stand of His Imperial Majesty HAILE SELASSIE I.

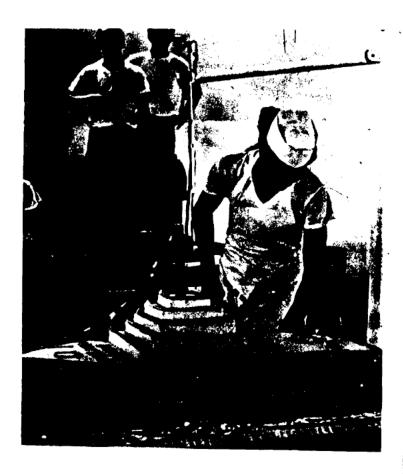
J01 (b) (6) who won second place in the javelin throw, leaps for a first place in the high jump.



# stroke, stroke!



Sword in hand SA (b) (6) honored as the youngest enlisted man aboard, cuts the LaSalle-shaped birthday cake.



..on the flight deck division went against division.. During the 5-day activity, La Salle hosted a cookout for guests who were from the crews of the othe visiting navies. It was a great pleasure to see so many different cultures together having a good time at lunch and enjoying the vibrant music of the "Greenfields", La Salle's rock band. The "Greenfields" gave nine performances during a 4-day period and we e readily accepted by everyone who heard their music.

On the last day, known as Sea Dog Day, we put to sea with about 100 guests on board to conduct exercises and demonstrations with the other ships. Featured was an aerial bombardment of an island by the Ethiopians and a mock assult by Imperial Ethiopian Marine forces. Our Dentist, LT (b) (6) was dropped into the water ahead of the HIMS ETHIOPIA by a British helicopter and was flawlessly "rescued" by La Salle's helo crew in a matter of seconds.

It was an extremely eventful five days and as La Salle headed out of the harbor on the 19th enroute to Karachi, Pakistan, the entire crew felt exhilarated and proud of its accomplishments.

On route to Karachi, La Salle turned one year older. Having been commissioned on February 22, ]964, La Salle crew members celebrated. The celebration featured a huge La Salle shaped cake created by our bakers. Several crew members were given the opportunity to cut the first slices of the cake. The youngest member, SA (b) (6) and the oldest enlisted member, along with ENFA (b) (6) newest La Salle crew member and LIGG (b)(6), the member with the longest time on board, were honored. Sword in hand they took turns cutting and passing, out pieces of the cake to the crew. The "Greenfields" played as divisions went against divisions in heavy rounds of tug-o-war on the

flight deck.

While enroute to Karachi, exercises were conducted with the British ships RFA LYNESS, HMS SCYLLA and RFA TIDE—SPRING. During the exercises, La Salle responded to their sport challenges by sending to the RFA LYNESS a tug-o-war team and to the HMS SCYLLA a ping pong and a volleyball team. The tug-o-war team met their match as they were dragged to the deck in four consecutive pulls. However, the ping pong team aboard the HMS SCYLLA won third place and the volleyball team captured second. It was fun and those who participated enjoyed themselves.

We arrived in Karachi, Pakistan on March 1st. Karachi is well known for its brass and copper wares. Also hand carved tables and other wood items can be brought at bargain prices.

Our stay in Karachi was five days and the crew enjoyed every minute of it. Some of the crew member went on a 3-day tour to Lahore, an old capital city of Pakistan. We visited such sites as the Gardens of Shah Jahan, the Red Fort and the famed Shalimar Gardens.

When the ship left Karachi, many of the crew members were poorer monetarily but richer souvenir and experience-wise.

Enroute to Bahrain we participated in a small yet important exercise with several American, British and Iranian naval vessels. Here, again, the exercise was good training for the ship and crew.

The Mina Sulman pier on March 12th was a welcomed sight. The rest of March was spent in port and provided rest from the rigors of the routine at sea.

The first part of April found La Salle again at sea for a brief 10-day refresher training cruise. Admiral Moorer, Chairman Joint Chiefs of Staff visited La Salle after our arrival on the tenth. His visit on the 14th included several hours on board.

Since April 10th 'til the present time La Salle has been in Bahrain. During this period the crew acted as host to the Iranian ship ZAAL, USS PAUL, USS MULLINIX, USNS TALUGA and the French minesweeper LA MALOUINE.



9

During the month of MAY, La Salle underwent one of the most important shipboard maintenance inspections known as an INSURV inspection. The INSURV board team members are experts in their respective fields. Their job is solely to inspect the ship from mast to keel looking for things that may be wrong or hazardous. They report directly to the Chief of Naval Operations on the condition of each ship inspected. La Salle was well prepared for the three day inspection. The inspection required many long hours from the entire ship, and the ship was found fit for further duty.

I am happy to say that over \$2000.00 was collected for the Navy Relief Society Fund Drive. These funds, as I hope most of you are aware, are for the use of the men and women of the Navy and Marine Corps when they are in need and for their dependents. We are proud to have done our part as the Navy Relief has helped many of our shipmates finance emergency trips home.

Our "Sailor of the Month" award program has continued to bring recognition to an outstanding La Salle crew member each month. This month's honors went to of Third Division who was selected by the Sailor of the Month committee. (b) (6), as the only leading Fire Control Technician on board, has performed his duties in a manner worthy of recognition. Amoung the other characteristics indicative of a Sailor of the Month, personal appearance, dedication to the Navy and La Salle, military behavior on board and ashore, personal character and qualities of leadership are also a very important part of the requirements that must be met by each selectee and FTG2 (b) (6) met them well. As consequence to his selection as Sailor of the Month, (b) (6) is en is entitled to a number of special priveledges such as appropriate publicity in the ship's plan of the Day and his hometown newspaper, a 72 hour liberty or 2 days special liberty during working days, a letter of commendation from the Commanding Officer, a meal of his choice to be

karachi.... brass, copper and hand carved wood items at bargain prices.



prepared in the galley on the day he receives the award and being excused from all Commanding Officer's personnel inspections during the next two month period. The winners before MAY were: April, ETN3(b)(6)

March, (b)(6)

, and January, SK2
(b)(6)

La Salle is currently scheduled to depart Bahrain on 27 June to return in mid September. Our destination will be the U.S. Naval Station at Subic Bay in the Philippine Islands where we will arrive on 21 July and depart about 22 August. The purpose of our trip is to have additional communication equipment installed. While there we will accomplish other item of ship's maintenance. It is hoped that we will be able to make short visits to ports enroute to and from Subic Bay.

There will be no change in sending mail or telegrams to the ship. Mail remains c/o FPO, New York 09501 and telegrams c/o U.S. Naval Communications Station, Washington, D.C. 20390. For those of you not in Bahrain, the local American Red Cross Chapter should be contacted in the event of any emergency. They will expeditiously get in touch with the ship. For those in Bahrain, the Chaplain and the Medical Officer will both be available.

We have let too much time lapse between our last familygram and this one. We will try to do better in the future.

My very best wishes to all of you, our La Salle families and friends.

HOWARD S. CROSBY

we have let too much time lapse between our last familygram and this one. we will try to do better in the

future.»

# faces of la salle



- (a) When the La Salle was an LPD, the Dental Department had one Dental Officer (Lieutenant) and one Dental Technician (DT1) assigned. The redesignation added one more dental technician (DT3) furthermore, while in Bahrain Mrs. (b) (6) (Navy Wife) has provided scaling and prophylaxis service to the Navy community one day per week since August 1973. Mrs. (b) (6) is a board certified dental hygenist and provides her services on a voluntary basis. Her husband is due to rotate in July 1975.
- (b) The medical Department previously had one Medical Officer (Lieutenant) and three Corpsmen (HMC, HM2, HM3). With the redesignation to an AGF; the billet of a medical officer as ship's company was eliminated. The Force Medical Officer makes all deployments with La Salle.

3.
Methods of conducting Departmental
Affairs which differ from those of an
LPD and/or are influenced by the ship's
overseas deployment.

(a) While in homeport in Bahrain, the La Salle Medical Department supports the medical shore establishment with occassional laboratory tests and radiographs. Since Bahrain is without a Dental facility ashore, the Dental Department on board extends treatment to all U.S. Military Personnel in Bahrain and their dependents. Furthermore, emergency treatment is extended to the American Embassy and DoD personnel working at the Bahrain International School. Periodically, U.S. Navy ships deployed to the Indian Ocean will make a port visit to Bahrain while La Salle is in port. The Medical and Dental Departments meet their health needs. Complicated illnesses are sent to the USAF Hospital WEISBADEN, GERMANY utilizing a bi-weekly Medivac flight from Dhahran, Saudi Arabia. Emergency Medivac is available on a 12 hour notice.





- 1.
  Alterations and modifications resulting from the change in designation from LPD to AGF.
- (a) During the 1972 Norfolk RAV, the former dental space located aft of the medical department, was relocated to the main deck, starboard side by eliminating the Educational Supervor's Office, Troop Admin Office and the Combat Cargo Office. The combat Office was relocated in the former dental space, however, the former dental office is now utilized as a dental storeroom and a minor prosthetic laboratory, as no prosthetic laboratory exists in the homeport of Bahrain.
- (b) During the July-August 1974 RAV in Subic Bay, the aft portion of the medical ward containing the X-Ray machine was fully lead-lined to protect the operator and other personnel in the ward.
- Changes in manning utilization from LPD to AGF.

## H. Medical -Dental

1.

In the conversion of La Salle from LPD to AGF in 1972 there was one major alteration to the Communications Department.

- (a) SHIPALT LPD 282. This SHIPALT converted the 0-2 level Joint Intelligence Office and Special Weapons Annex into Supplementary Radio, for the support of Intelligence as Commander Middle East Force flagship.
- (b) During the Subic Bay RAV, July-August 1974, SHIPALT LPD 400, the installation of the AN/SSC-6 SHF Satellite Communications Terminal was accomplished. The system consists of three vans, and a fifty foot tower that supports a two thousand pound antenna 1ocated just aft of the port quarterdeck and just forward of the Helo Hangar and Ceremonial Awning. Additionally, a diesel generator was installed on the second deck in upper vehicle storage area on the starboard side of the ship as an alternate power supply to the system. Also during the Subic Bay RAV, Supplementary Radio was expanded into the Troop Message Center as a part of the HFDF installation (SHIPALT LPD 419). The original equipment in the Troop Message Center remains intact in the event that La Salle is reverted to an LPD. There has also been a change in the High Frequency transmitter arrangement onboard La Salle since becoming COMIDEASTFOR flagship. SHIPALT LPD 198 was accomplished in January 1974. This provided the ship with two URT-23 HF transmitters, each capable of 1000 watts output. This was in an effort to improve La Salle's long range communication capabilities.

2.

Methods of conducting Departmental Affairs which differ from those of an LPD and/or influenced by the ship's overseas deployment.

(a) La Salle, since the CMS custodian cannot visit a CMIO every month, is on the automatic distribution system

### F. Communications

from CMIO Norfolk. A five month Reserve on Board supply of CMS material is maintained vice normal three month supply. Material is received usually once every two weeks while in Bahrain on the weekly MAC flights. While deployed in the Indian Ocean, CMS distribution is almost non-existent due to the un-accessibility of the area to the Armed Forces Courier Service. The ship's CMS Custodian must also supply CMS material for COMIDEASTFOR as the Staff's CMS accounts were disestablished in January 1973.

- (b) La Salle is different from most LPD flagships in that the staff (COM-IDEASTFOR) is permanently embarked. Thus, the traffic load is much higher than the usual LPD flagship experiences.
- (c) Due to the high sea water salinity, high temperatures, almost non-existence of rainfall, and Shamals (desert sand storms) native to Bahrain, antenna maintenance is given special consideration. Many antennas are not accessible as the local cranes only reach to the 02 level. Maintenance on those antennas on the main mast and after stack, which are above the 02 level, can only be performed during RAV's away from homeport where there are cranes available that can reach these antennas. It is necessary to spend more than the average amount of time on antenna maintenance.

## G. Navigation

1.

There have been three significant changes in the methods of conducting Departmental Affairs due to La Salle's overseas deployment.

- (a) Until very recently, La Salle was compelled to rely exculsively on celestial navigation for determining position. This method, however, was often influenced by the meterological phenomena of fog, haze and overcast which are quite frequent in the Indian Ocean.
- (b) The onboard equipment for utilizing electronic aids to Navigation, LORAN and OMEGA, were useless due to the absence of these systems in the Indian Ocean. Although an OMEGA station is being constructed on REUNION ISLAND, its completion has suffered setbacks thus prolonging the void in electronic navigation.
- (c) In March 1974, La Salle received on loan from NAVOCEANO, the Magnavox Satellite Navigation System (MX 706) which has immensely improved the situation. The NAVSAT has functioned at peak performance giving the ship's position at a frequency of at least one fix per two hour period with almost 100 percent accuracy verified when supporting information was available.
- (d) As an Atlantic fleet ship,
  La Salle's charts and publication
  allowance is augmented by the Portfolios and reference Publications
  required while operating in the Indian
  Ocean area. Such supplementary charts
  and publications are on an "As required
  basis", from the cognizant DMAHC Supply
  Depot.
- (e) The onboard allowance of optical equipment, i.e. binoculars, alidades etc., is repaired on a very sporadic schedule. In the Indian Ocean area, there is virtually no repair facility available, thus, it is necessary to utilize repair services at AMSU, Little Creek, Va., via MAC terminals which can take an inordinate time for repair.

The 2000lb antenna of the new AN/SSC-6 satellite communications system, located atop the 50ft tower just aft of the port quarter deck

platoon in size and equipment utilized. La Salle's rifle platoon has 39 personnel as opposed to the normal 45. One billet has been removed from the headquarters and a fire team has been eliminated from each squad. In their place, a genadier has been added to each squad and an M-60 machine gun team has been added to the platoon. The majority of the training is done on board either on the flight deck or well deck. Great use is made of the expertise organic to Middle East Force Staff in the instruction given the Landing Party. A pistol range at NCSO is available. However, the other weapons must be fired either at sea or ranges in other ports. During La Salle's RAV in August 1974 in Subic Bay, R.P., extensive use was made of the Naval Base's facilities. Additionally, the SEAL team offered instruction and actual "in the field" exercise to the Landing Party.

(c) The unit must be capable of riot control, extraction of American Nationals from a hostile environment and limited combat operations in the field in accordance with objectives and guidelines as established by Commander Middle East Force.

(e) Due to the unsettle political nature of La Salle's area of operations, it is necessary to maintain an organization which provides for the defense and security of the ship while in port. This organization is the Quick Reaction Team and the Weapons Officer is tasked with the responsibility of maintaining trained teams. It is organized on a duty section basis to provide security against boarders and sneak attacks. The duty team is drilled every day while inport to insure its reliability and readiness.



This was the addition of skids for Commander Middle East barge which were welded to the main deck starboard side, just aft of the quarterdeck area. In 1973 the barge was surveyed as being beyond economical repair and a replacement was not provided. The barge skids were removed during the RAV at Subic Bay, R.P. in August 1974.

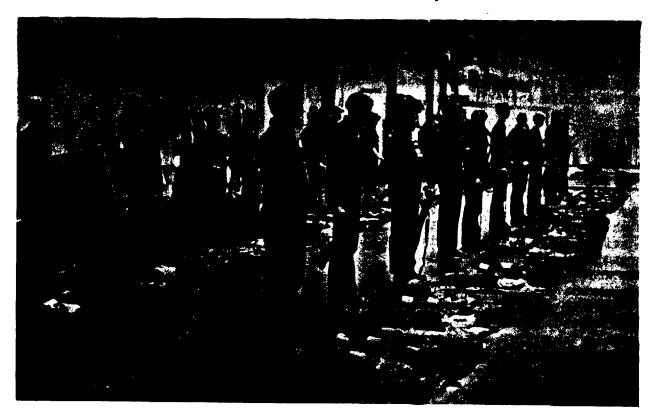
- (g) To aid in fulfilling the role of "showing the flag" saluting batteries were added to La Salle during the 1972 conversion. Two 40mm saluting batteries were installed on the port and starboard sides of the signal bridge (04 level). These are utilized several times a year.
- (h) During the 1974 Subic Bay RAV, all four gun mounts were removed and replaced. La Salle's original MK 33 MOD Ø open 3"/50 RF twin mounts had undergone severe hardships due to the environment conditions which were experienced. They were replaced with the MK 33 MOD 13 Enclosed 3"/50 RF Twin mounts. This will give added protection from the sand storms (Shamals) and reduce unscheduled maintenance time.

3.

Methods of conducting Departmental Affairs which differ from those of an LPD and/or are influenced by the ship's overseas deployment.

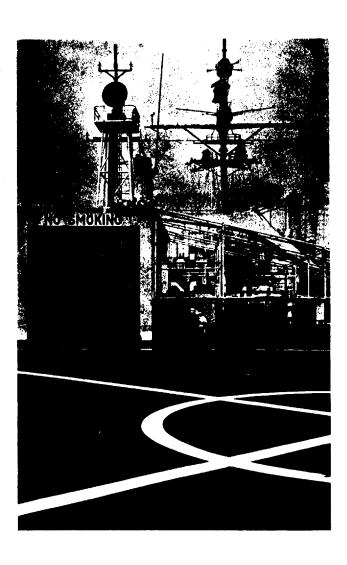
- (a) With the conversion from an LPD to an AGF La Salle lost the Air Department. The responsibility for the maintenance of the facilities and the actual conduct of flight operations has become a triple one shared by the Deck Department, Engineering Department, and the detachment of helicopter personnel furnished TAD from a CONUS based squadron.
- (b) La Salle's secondary mission calls for the capability to evacuate American citizens from foreign shores. In consonance with this capability, the Weapons Officer is tasked with maintaining an up to date and trained Landing Party. The Landing Party is composed of one (1) modified rifle platoon commanded by the Weapons Officer. The platoon utilized by La Salle differs from the normal rifle

Below the La Salle Landing Party during a recent Commander Middle East Force Inspection.



# E. Deck Department

Helo Hanger, Helo control station, and frame for the awning, removed in this picture to permit preservation of frame.



1.

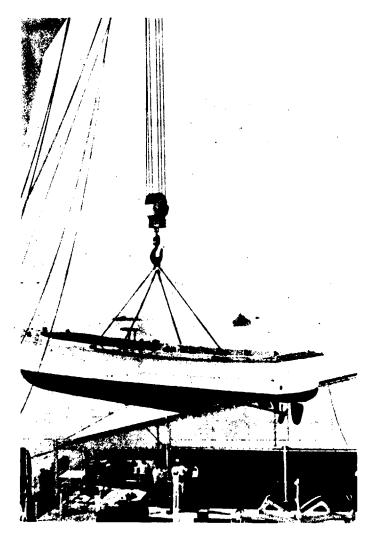
The modifications and alterations committed as a consequence of the conversion to AGF had a direct and striking bearing on the Deck Department.

- (a) The most striking change in La Salle during the conversion to AGF was the result of SHIPALT LPD 286. This SHIPALT changed La Salle's paint scheme from haze gray to white, making the La Salle the only white painted combatant ship in the U.S. Navy. This change in La Salle's painting scheme was both functional and necessary. The extreme temperatures in La Salle's area of operation cause hardship on both men and equipment. Even with additional air conditioning units, other means were necessary to reduce the internal heat. La Salle's horizontal and vertical exterior surfaces were thus painted white with formula NO.6. This created a reduction of heat absorption of 10-15 percent.
- (b) SHIPALT LPD 277 changed La Salle's profile. This was the addition of the Helicopter hangar on the port side of the main deck to house the H-2 helicopter. The addition of the helicopter hangar necessitated other changes. It was discovered that the flight deck could no longer be seen from the primary flight control station. To solve this dilemma, a helicopter control station was added to the starboard bulkhead of the hangar, thus allowing the flight deck officer an unobstructed view of the flight deck.
- (c) La Salle's H-2 helicopter was recalled by COMNAVAIRLANT in June 1974 to undergo modification to LAMPS. It is expected this helicopter will be replaced by an H-3 in January 1975 or shortly thereafter. La Salle's helicopter facilities underwent extensive work during the July-August 1974 RAV at Subic Bay, R.P. The hangar was modified to accomodate the H-3 helo by installing a solid bulkhead flush with the forward edge of the hangar. The forward roller door remains installed but will not be used. Additionally the helicopter control station was modified. An enclosed booth

is now provided with both sound and thermal isulation. The new booth provides a much safer and quieter environment for the flight deck officer, and permits him normal communications when the helo is turning up.

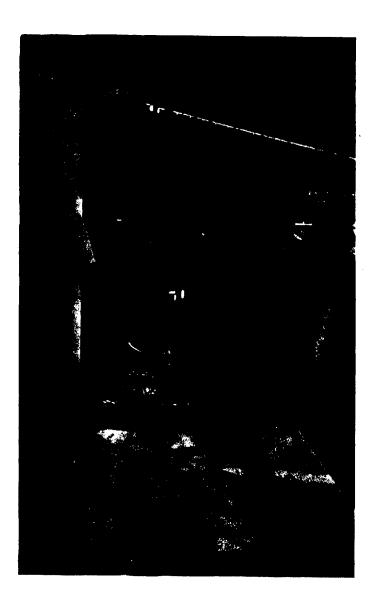
- (d) SHIPALT LPD 280 called for yet another change to La Salle's exterior. A ceremonial awning was installed from the starboard bulkhead of the hangar extending across the main deck to the starboard deck edge. With La Salle's new role as flagship of Commander Middle East Force and her "show the flag " responsibilities, the area is used for large buffet luncheons and dinners which are too large for either the flag mess or the Wardroom. It has also been used for "MID-LINK" briefings and critiques, Changes of Command, band concerts, and a gathering place where juice and hors d'oeuvres are served prior to Flag Mess Dinners. The addition of the hangar and awning eliminated La Salle's forward landing area. This did not, however, degrade any other capabilities for conducting helicopter operations.
- (e) With the shift of operating areas and environments, as well as roles, the necessity for La Salle to conduct full scale amphibious operations was greatly reduced. Consequently, the ship's allowance of small boats was changed. The two LCVP's were turned in, and two 33 foot utility boats were substituted With the responsibility of evacuating American citizens, should the need arise, La Salle was additionally furnished two LCM-6's which are carried in the well deck. The addition of the utility boats has proven to be an excellent choice. Several of the ports which La Salle visits in the Gulf and Indian Ocean do not have the facilities to handle ships the size of La Salle. This results in anchoring out and running of boats.
- (f) While undergoing an extensive yard period in preparation for becoming an AGF, SHIPALT LPD 279 was incorporated.

One of two 33 foot utility boats being lowered into the water



- (d) La Salle's crew mer ers are authorized to shop by mail \_om catalogs of both Navy Exchange Pacific and the Army/Air Force exchange Europe. Delivery on items ordered from these sources normally is made within 2 to 3 months.
- (e) La Salle is authorized to provide subsistence support to the local clubs and messes and to the DoD Bahrain School.
- (f) La Salle's mission frequently calls for entertainment of dignitaries and high ranking military personnel and civilian government officials of the countries visited. A fixed ceremonial awning has been constructed on the forward flight deck specifically for this purpose. Through experience a satisfactory menu has been developed suitable to the many religious creeds encountered which permits entertaining up to 80 guests for a cost of approximately \$100.00.
- (g) With no U.S. Navy repair facilities to send equipment for repair for RAV's, TAV's, or upkeeps, La Salle does the majority of its own maintenance. Usually, when a ship turns in items for repair to a tender or base, the item is repaired at no cost to the ship. LASALLE, doing its own repairs, expends OPTAR for the repair parts.
- (h) La Salle operates four (4) retail sales outlets, a ship's store, a gift shop, a clothing and small stores, and a Soda Fountain. When in Bahrain, personnel from the Naval Control of Shipping Office, the DoD Petroleum Quality Assurance Office, the DoD Bahrain School and the American Embassy utilize the stores. Ships attached to COMIDEASTFOR utilize the stores when in company. When La Salle conducts port visits, the stores are made available to DoD and Embassy personnel. As a consequence, the sales and inventory have increased significantly since conversion to AGF as shown in the following table utilizing the last full quarter La Salle operated as an LPD and the corresponding quarter as an AGF.

QTR ENTRY INVENTORY CASH SALES FEB 1972 \$43,071.78 \$26,624.52 FEB 1974 \$129,894.11 \$92,862.22 Entertainment of dignitaries underneath LA SALLE's ceremonial awning



### D. Supply

LA SALLE's expanded ship's store provides ship's company, dependents, and DOD personnel with a few commodities not found in BAHRAIN 1.

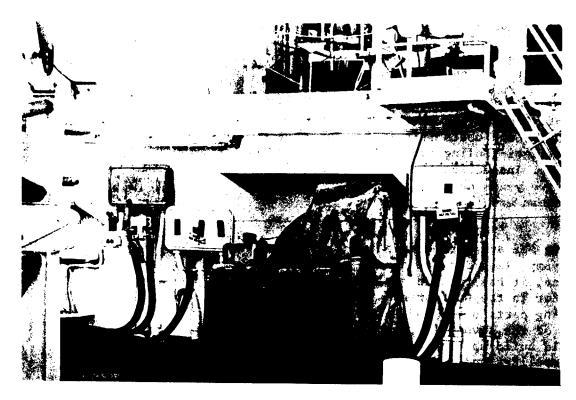
During the 1972 conversion RAV the following spaces were modified and/or altered to accommodate conversion to AGF.

- (a) Troop Barber Shop (3-168-3-Q) converted into Ship's Store Ready Issue storeroom.
- (b) CPO WR/WC (1-53-1-L) converted into Soda Fountain Storeroom.
- (c) Troop Berthing Space (2-176-2-L) from frame 176-192, converted to Ship's Store.
- (d) Troop Ammunition and Cargo Storage (6-58-0-Q) converted to Ship's Store Bulk Storeroom (La Salle ltr AGF-3/PLM; ks 800 SER229 of 7 May 1974)
- (e) Troop Officer's stateroom (Ol-114-1-L) converted into Gift Shop storeroom under CO authority (Not a permanent installation).
- (f) Since that time Troop Berthing space (2-192-2-L) from frame 192-208 was converted into Ship's Store Ready Issue Storeroom, 1974, under CO authority (not a permanent installation).



- (6) Past experience ha h that the underwater hull fouling, after being in warmer waters than that in which most Navy ships operate for an extended period of time, has not been more than would be CONUS, due to the antiexpected in fouling paint. The fouling of the propellers however, and boats left in the water without anti-fouling paint, has been extensive. Inspection of the firemains after two years deployed, shows them to be clean and free from marine growth.
- (7) During PMS and corrective maintenance of pump liquid ends in salt water service, it has been determined that the water in the Gulf area deteriorates moving parts up to 90% more rapidly. Four of the seven fire pumps have required weld build-up repairs of the castings. Impellers and wearing rings in fire pumps particularly have the appearance of having been sand blasted after as little as six weeks of service. This may be caused by higher brine density or suspended coral. In addition to this condition, sea water injection temperatures range from 83°F up to 105°F. In the summer months (June-October) auxiliary machinery lube oil coolers are overtaxed as the pressure of cooling water must be increased which contributes to higher cooler deterioration and tube failures.
- (8) It is imperative that lagging be maintained and steam system leaks be kept to a minimum. Outside temperatures climb to 120°F with varying degrees of humidity up to 100%. and temperatures within the main machinery rooms can range from 110°F at watch stations up to 140°F in hot spots, i.e. forced draft blower rooms, generator flats and behind the boilers.
- (9) High heat conditions are a major factor in the rapid bearing failures experienced in various electric motors.

The higher temperatures cause the sealed bearing lubricants to deteriorate with the resultant bearing failures. Although the ship has been able to repair electric motors and replace the failed bearings, the lack of balancing equipment to balance rotating parts has contributed to the rapid failure of motor bearings.

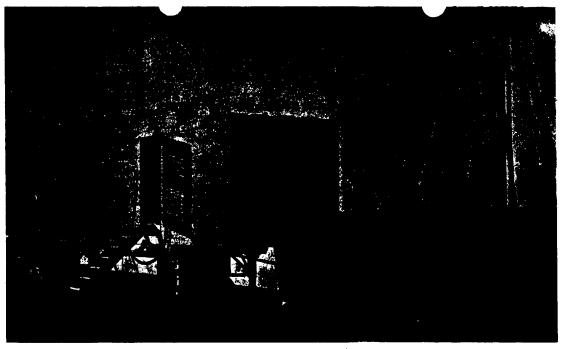


pair for the two Special Services vehicles are accomplished by either the local Dodge or Volkswagon dealers or by ship's force obtaining required repair parts from these dealers or from CONUS, and repairing the vehicles on the pier.

- (4) Services to other ships alongside consists of limited hotel services, machine shop work, electrical repairs and welding services. La Salle normally has in ship's company two high pressure welders with NEC 4955 and one Boiler Repairman.
- (5) Ship repair that is beyond the ships's force capability is usually let out on a fixed price to Bahrain Slipway Ltd., or Bahrain Ship Repair and Construction Company. They have been able to provide La Salle with varied types of repair work such as balancing, metal spraying, re-babbitting, etc. Their work has been well done, although the costs are higher than that could be obtained from a U.S. repair facility. Small items for repair and/or calibration are fequently sent to Rota, Spain, a Sixth Fleet Tender in the Mediterranean, or to AMSU at Little Creek, Va. Diving service is available at Bahrain from Taylor Diving Co.



Control panels at the power converter unit, located at the Naval Control of Shipping Office in BAHRAIN



The MUSE unit located on the Mina Sulman jetty in the homeport of BAHRAIN. The cables in the background lead to the 0-1 level of the ship where the shore-power connection boxes are located (opposite page)

- (a) Cold Iron Services while at homeport.
- (1) Steam services are provided from a 25,000 Lb/Hr Mobile Utility Support Equipment (MUSE) van positioned alongside the ship at Mina Sulman Pier. This unit contains 4 automatic fired 125 PSIG boilers. Fuel and feedwater is provided from the ship. Electrical power for the van is from a shore-power breaker on the pier. La Salle provides operators and maintenance personnel for this unit. Repair parts that are determined by La Salle personnel to be required are provided through U.S. NCSO Jufair Public Works Office. NCSO PWO positions the MUSE van upon La Salle's arrival at homeport and stores the van during the periods that La Salle is away from homeport.
- (2) Electrical services are provided from a 50Hz to 60Hz 1200 KW Motor Generator convertor located at NCSO Jufair. The Electrical power is supplied through step-down transformers and breakers on the pier that furnish 2000 AMPS, 450 VAC 60Hz power to the ship. During the ship's RAV in Singapore in the fall of 1973, a
- shore box connector was added to the existing two box connectors on the 01 level. Upon receipt of the mounting plates and circuit breakers from SRF Subic Bay and two additional 400 AMP shore cables, 250 Feet long, received from Norfolk Naval Shipyard, which were installed by ship's force in spring 1974, the ship's shore power capability was increased. There now exists a total of six 400 AMP cables each 250 feet long and all are used whenever the ship receives shore power. La Salle personnel from E Division stand the operator watch on the converter unit at NCSO Jufair. They also assist NCSO Public Works personnel in the maintenance and repair of the converter as required.
- (3) Vehicle repairs for the ship's vehicles which are the C.O.'s sedan, Chevrolet Carryall, and Dodge Crew-Cab pickup are accomplished by NCSO Jufair Public Works Office. The ship determines repairs required and delivers the vehicles to NSCO PWO for accomplishment. Re-

- (5) Modify Fuel Oil System for Distillate fuel- Fuel tanks were cleaned and inspected, fuel piping was thoroughly cleaned and tested for tightness, fuel tank heating devices had locking devices installed, fuel oil heaters were blanked off with spectacle flanges, simplex strainers were installed, and miscellaneous other items were accomplished and the ship was certified to use distillate fuel.
- (g) During the Jul-Aug 1974 RAV at Subic Bay, the Engineering Department acquired not only a new compartment but also the diesel driven generator and distribution switchboard that was installed as the alternate power supply source for SHIP-ALT 400 AN/SSC-6 Satellite Communications System. The installation included a 150 KW 450VAC 60Hz diesel driven generator, distribution switchboard, 300 gallon fuel oil day tank, sound powered phone extension to the 5JV circuit, supply and exhaust ventilation systems and other auxiliary equipment. This was installed on the starboard side of the Upper Vehicle Storage Area.

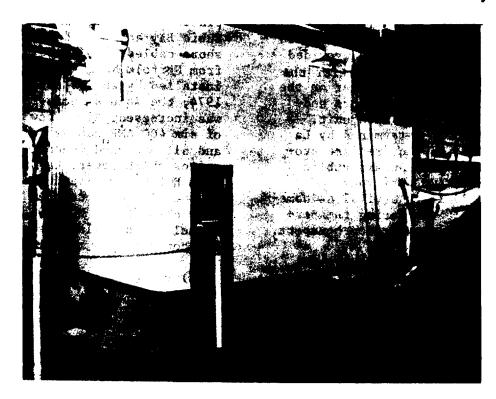
2.

Changes in manning or personnel utilization resultant from conversion to AGF.

- (a) One of the most significant changes in manning in the Engineering Department was the acquisition of aviation fuels personnel into "B" Division to provide the capability of fueling aviation equipment by personnel trained in aviation fuels requirements. Other important changes were in the NEC's for IC and EM ratings which were IC 4746, Closed Circuit television Technician, IC 4712 Automatic telephone repairman, EM 4615 Electric Motor Rewind and EM 4613 Motion Picture Equipment Repairman.
- 3.

Methods of conducting Departmental affairs which differ from those of an LPD and/or influenced by the ship's overseas deployment.

Compartment, in which a diesel generator is installed for support of the new AN/SSC-6 satel-lite communications system



1.

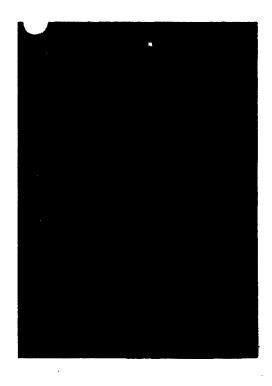
The following alterations and/or modifications resulting from the change in designation of the ship from LPD to AGF had a direct bearing on the Engineering Department.

- (a) SHIPALT 277- Helo Hangar and SHIP-ALT 280- Ceremonial Awning. The combined topside weight of these two alterations required weight and movement compensation which was obtained by filling ballast tank 8-84-0-W to 100% capacity of 97 tons of fresh water treated with 500 pounds of sodium chromate to inhibit rust. This was done in accordance with NAVSHIPS letter 429-221: JAH:MTW SER1238-429 Dated August 7, 1972.
- (b) SHIPALT 278-Additional air conditioning Plants and Shamal Filters. This SHIPALT installed three 45 ton chilled water plants in the Special Clothing Storerooms 7-52-1-A and 7-64-1-A, these storerooms were combined into one compartment 7-52-1-A A/C Machinery Room NO.4. Two other 45 ton chilled water plants were installed in Troop Berthing Space 4-12-1-L which is now designated as A/C Machinery Room NO. 3, compartment 4-120-2-E. Additionally Filter Room 04-94-2-Q Fan Room 04-96-1-Q, Fan Room 04-72-1-Q, Fan Room 01-127-1-Q, Fan Room 01-120-2-Q, and Fan Room

### C. Engineering

l-140-l-Q were installed to provide the necessary space for the installation of thirty cooling coils, disposable filters for all pre-cooled systems and roll type filters to Machinery Room intakes and to two ventilation systems. This SHIPALT was accomplished in the Norfolk Naval Shipyard during La Salle's conversion RAV 14 January to 10 May 1972.

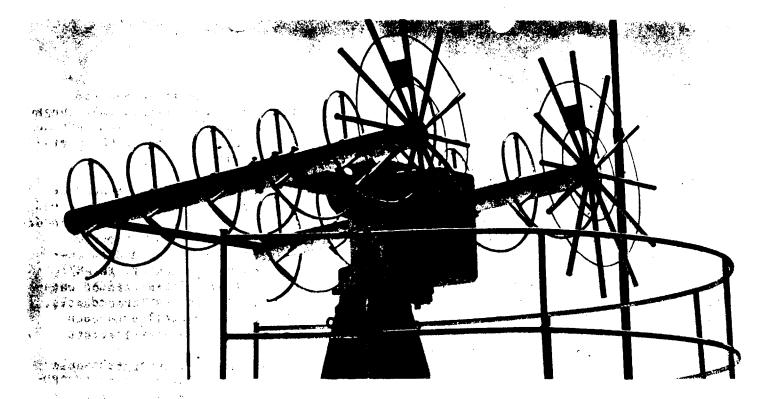
- (c) SHIPALT 281-B & A crane Hydraulic Cooler, this SHIPALT consisted of the installation of a hydraulic oil circulating pump, a radiator type heat exchanger and an electric fan. This SHIPALT was accomplished during the Norfolk conversion RAV.
- (d) CCTV-By authority of Chief of Information letter 01-401 SER108 of 28 Jan 1972, a closed circuit television studio and control room was installed in Troop Officers Berthing Space 02-104-1-L and 02-104-1-L during the conversion RAV. The CCTV utilizes AFRTS material together with films and live programming.
- (e) SHIPALT 284- Electric Repair Shop. This SHIPALT provided the ship with a rewind machine, dip tank and bake oven suitable for repair of electric motors up to 25 horsepower. This was accomplished during the Norfolk conversion RAV.
- (f) Since La Salle has been homeported overseas, the following significant SHIPALTS have been completed. All of the below SHIPALTS were accomplished in September-October of 1973 at the Sembawang Shipyard, Singapore. The decision to accomplish the ND conversion on La Salle earlier than originally planned was based partly on the fact that the requirement to clean the boiler firesides every 600 hours was a major disrupting factor to engineering plant maintenance and due to operational requirements it had been necessary to clean firesides during each port visit which caused serious morale problems among the undermanned BT ratings. Despite all efforts to con-



One of the ship's shamal filters installed for the purpose of filtration of dust and fine particulate matter which is stirred up in the desert during wind storms

serve boiler hours it had been necessary to extend hours on both boilers several times since La Salle had arrived in the Middle East.

- (1) SHIPALT 231- Compensate Ballast. Added 175 tons of pig iron ballast in ballast tank 8-160-0-W to compensate for the difference in weight between NSFO and ND fuel.
- (2) SHIPALT 232-Replace Warren Fuel Oil Transfer Pump-De Laval Pumps were installed to provide ND fuel pumping capability in both Firerooms.
- (3) SHIPALT 233-Replace Warren Fuel Oil Service Pumps. De Laval pumps were installed to provide ND fuel pumping capability.
- (4) SHIPALT 235-leplace Warren Fuel Oil Transfer Pump-De Laval Pumps were installed to provide ND fuel pumping capability



3.

Methods of conducting departmental affairs which differ from those of an LPD and/or are influenced by the ship's overseas deployment.

- (a) Due to La Salle's physical isolation from electronic equipment calibration facilities, a program was set up to routinely send such equipment to Rota, Spain for calibration. Isopods, specially made 64 cu-ft electronic equipment vans, have been accuired for transportation of the equipment to Rota. However, it has been found that long lead times, with the ship in homeport are needed for efficient utilization of this program.
- (b) Most of the equipment on board has recently been calibrated during the Singapore (1973) and Subic Bay (1974) RAV's. During August 1974, the ship received all the equipment necessary for the Phase C-2 calibration package.
- (c) Some degradation of equipment maintenance has occured during the intense heat of the summer months in the Middle East, when the ship experiences occasional air conditioning problems. Communication transmitters are shut down when the ambient temperature in the spaces reaches 90 degrees (F). Above

Prior to LA SALLE's departure for the Middle East, an AN/SMQ-6 satellite weather receiver/recorder was installed on the O-5 level

that temperature, the oscillators begin to drift and become unstable.

- (d) Currently La Salle is involved in the collection of oceanographic data at specified points in the Indian Ocean, in accordance with a request from the Naval Oceanographic Office. La Salle has been able to provide NAVOCEANO with the information desired utilizing the AN/UQN-1H Fathometer installed during the Subic Bay RAV, 1974, the AN/SSQ-56 Bathyther-mograph Launcher/Recorder and surface water temperature by means of a bucket drop. Under normal underway operations four "BT" drops are made per day, however, more drops are made on requests such as that above.
- (e) Expanded photographic requirements have necessistated on occasion, the use of personal photographic equipment, rather than the ship's Kodak Instamatic Reflex camera. However, this situation should improve with the recent acquisition of 300mm telephoto lenses for COMIDEASTFOR units.

### B. Operations



The mast. Arrow points to the newly installed AN/SRD-501 HFDF antenna

1.

The following alterations and/or modifications resulting from the change in designation of the ship from LPD to AGF had a direct bearing on the Operation Department:

- (a) Prior to La Salle's departure for the Middle East, the ship received the AN/SMQ-6 satellite receiver/recorder and the AN/SSQ-56 Bathythermograph launcher/recorder. With the data obtained through operation of the AN/SMQ-6, as well as with the aid of weather service FAX and RATT broadcasts, La Salle has the capability to construct a reliable 36-hour forecast.
- (b) Also recently during the Subic Bay RAV, La Salle installed an AN/SRD-501 Direction Finder. The antenna has been installed atop the main mast.

Changes in manning or personnel utilization resultant from conversion to AGF.

(a) Due to the ship's remote location and lack of ready access to MOTU assets, a CETA (Civilian Electronic Technician Afloat) was assigned by COMPHIBLANT, to La Salle in February 1974, and assumed responsibilities including electronic diagnostics, fault isolation, and training the ship's technicians over a broad spectrum. He has further worked or assisted on the ship's telephone system, photocopying machines, closed circuit television system, radar, communications, NAVAIDS, and test equipment. With the addition of the AN/SSC-6 (SATCOM) to La Salle. a field service engineer from COLLINS ELECTRONICS has also been assigned to La Salle to aid in operation, training and maintenance of the satellite communications system. Four of the ship's Electronics Technicians have been sent to a ten week school at COLLINS ELECT-RONICS for specialized training in SSC-6 maintenance. Due to the added maintenance requirements of the new satellite communications system, La Salle has requested an increase of four men in its allowance of ET's.

- b. Bahrain Outings: Through the Force's and La Salle's welfare and recreation funds, frequent dhow (traditional Arab sailing vessels) trips are organized for swimming and snorkeling, over nearby coral reefs and fishing in deeper waters. The intrigue of the ancient land of DILMUN, leads many to take advantage of the archeological tours offered. The tours proceed through the ancient ruins and burial grounds of Bahrain's past. Archeological digging has really only begun in Bahrain and much remains to be explored. The tours always include the excellent museum which houses the artifacts dating well before the time of Christ. La Salle's Special Services owns, and operates two mini-busses daily, one for hourly shuttles to NCSO and into the bazaars of Manama, and the other for special activities such as transportation to sporting events, the Sheikh's horse and camel races, the beaches, or just for a group venture to the desert.
- c. Tours: As do all ships, La Salle organizes tours of the various ports visited. Unlike most ships, La Salle organizes tours from the homeport. Tours to Iran, Pakistan, India, and Egypt have been enjoyed.
- d. Band: Since deployment, La Salle has always had an excellent rock band. With few liberty distractions, they have ample time to practice in Bahrain. Their name, "Greenfields", which was something they did not see upon their arrival in Bahrain, has become well known in all the areas La Salle visits. They have been given a ten day all expense paid tour of Iran, played in Sri Lanka at the University of Kandy whose last U.S. music was played by Duke Ellington years before played several times for the Emperor at the Ethiopian Navy Days and have played outdoors in town squares from Massawa, Ethiopia to Victoria, Seychelles to Port Louis, Mauritius. As tours are completed the faces change but the band plays on.



#### (i) Print Shop

(1) To enhance La Salle's printing capability to meet the requirements of Commander Middle East Force, COMPHIBLANT provided in July, 1973, three replacement items for the Print Shop; a new 1250 Multilith, A Robertson Vertical Camera, and an Itek Plate Maker. During the September-October 1973 Singapore RAV, the ship's Print Shop was expanded by utilizing a rip-out area in the port sideport. All photowork and layout is done in the designated Print Shop and all printing is done in the expanded area.

#### (j) Special Services

- (1) The overcoming of the boredom of La Salle's unaccompanied personnel during the six months of the year that they are in Bahrain is a real challenge. Activities are available in Bahrain but to take advantage of them an organized effort is essential.
- a Sports: The Navy has no playing fields of their own in Bahrain. The area that the U.S. Government leases from the Bahrain Government and which is occupied by the Naval Control Of Shipping Office contains a small swimming pool, an open air squash court, a tennis court, a basketball court and a minature golf course which was constructed by NCSO personnel in 1973. Funds have been authorized for a larger pool in the NCSO complex. The DoD run, but Bahrain owned, Bahrain School

does have playing fields, a large swimming pool and two air conditioned squash courts. Currently (Sep 1974) Navy personnel may utilize the pool from 1700-2200 on weekdays and 1200-1700 on weekends. The use of the playing fields is scheduled through the school's athletic director. With the exception of one field, the playing fields have extremely hard dirt surfaces. Many sprains and broken bones were caused by playing on them. In 1973, a local company paid to have a layer of sand placed on the best field and it now has a much better playing surface. When La Salle is in port, league games in softball or touch football are organized. La Salle usually fields up to eight teams, NCSO one, Bahrain School one and one or two of the local companies with Americans employed will field teams. La Salle always has a basketball and soccer team ready to field. Games are always scheduled in ports visited and one or two games a month will be played in Bahrain against local teams or visiting ships. Underway sports include tethered volleyball played on the flight deck, La Salle deck tennis which is played beneath the awning using the stanchions as the "net" and tug-of war. A wrestling mat and universal gym machine have been installed in the special weapons magazine which has become a temporary gym.

of viewers at the ship's homeport of Bahrain is indicative of the importance of the TV to the crew in Bahrain. At Subic Bay, other than the duty section, very few of the crew remained on board in the afternoons and evenings. In Bahrain the majority of the crew lives on board, and there are many in the liberty sections who remain on board and watch the TV. In Bahrain entertainment off the ship is limited which is why many remain on board during the liberty hours.

- (3) La Salle's CCTV system was the first of the S.I.T.E. systems and is the only one that is not in color.
- (4) The ship's AFRTS station furishes the crew an average of 60-hours of television programming per week, with the outlook for the future seeing this number increased to about 70 to 75 hours per week. La Salle currently receives most of the television units from Incirlik, Turkey, and returns them, when shown, to AFRTS Los Angeles.
- (5) La Salle provides TV programming for MIDEASTFOR destroyers, during their Bahrain inport periods, connecting to the destroyers TV system. In addition, the TV station makes video tapes, broadcasts live welcome on board presentations, numerous command information specials, (port briefs, career counseling, etc.) and several spot specials. The station has a JO1 assigned and an IC1 for maintenance. Operators are trained from volunteers in a 100 hour course.
- (6) In addition to the CCTV station which has been given the call letters WSAL, the ship has a two channel internal radio station KSAL which plays over the entertainment system. AFRTS supplies the station with both tapes and records. Many volunteer disc jockeys man the station providing a wide variety of programming which includes playing requests.
- (7) Both of these entertainment systems play an important role in keeping the deployed crew in touch with Stateside life and happenings.

#### (g) Protocol Officer

(1) The collateral duty of Protocol Officer was established in La Salle in direct response to the needs of the command to have an Officer who could co-ordinate and monitor the many official calls receptions, and parties with the necessary finesse in the varied and unique foreign environments in which La Salle operates. Often, foreign Navy ships visiting Bahrain, moor alongside La Salle and the Flagship aids the Bahrain Government in its host efforts. The Protocol Officer helps in the coordination of these visits.

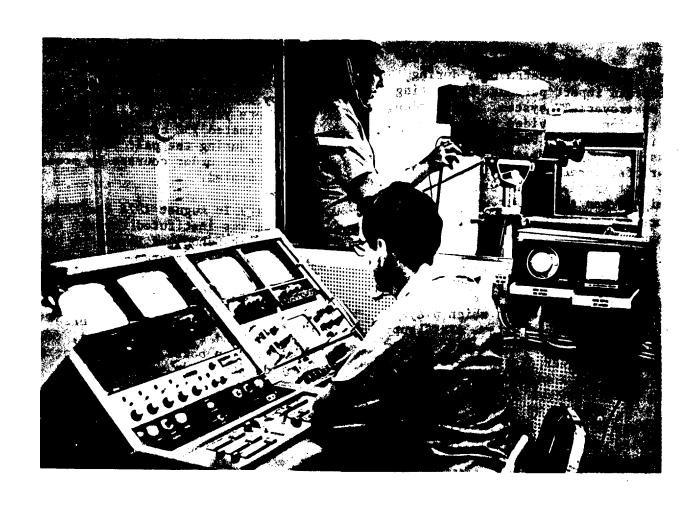
#### (h) Information and Education

- (1) The ship's Information and EducationOffice handles approximately 25 requests per week for various Navy correspondence courses. All courses are ordered from the Naval Education and Training Development Center at Pensacola, Florida via mail. Because of the frequent mailing delays when La Salle is operating, six-eight week delays in receipt of courses are often encountered. These delays are, in some cases, responsible for the non-completion of courses by some personnel who are nearing their one year PRD. This is reflected by the estimated 75% completion of courses ordered during the past year. A request was made to order courses by message but it was denied.
- (2) In August 1974 the PREP program was instituted through the St. Louis High School of Hawaii on board La Salle. This program, which prepares those without high school diplomas for the GED examination, has been well received by the over 50 men on board. The program consists of three courses (Math, English, and U.S. Government), taught by qualified on board voluteers for a 60 hour duration per course.

Registered mail is received via the weekly MAC flight which originates in Norfolk, Va. and comes to Bahrain via Rota, Spain. . When on cruises, La Salle's mail is routed to Naval Air Facility, Naples, Italy, for forwarding by commercial carriers to whatever port La Salle is visiting. NAF Naples forwards the mail upon receipt of dispatch information from the LA SALLE. quality of this service has increased considerably since arriving overseas. As an LPD, Norfolk based La Salle received approximately 1800 pounds of mail a year. As a Bahrain based AGF, 27,000 pounds of mail have been received each year. The outgoing volume experienced a similar rise. In order to have the necessary stamps on board to handle the large volume of mail, La Salle's stamp fund was increased to \$6000.00. This amount has proven to be adequate. The volume of money orders sold has also increased significantly with a monthly average of \$25,000.00 being sold. One PC3 is assigned to the ship's Post Office.

- (f) Closed Circuit Television and Radio.
- (1) A prime factor contributing to the betterment of morale is the CCTV S.I.T.E. system. The CCTV acts as a cushion for new personnel giving them a touch of home and helping to acclimate themto the isolated type of duty which the ship performs.
- (2) The comparison between the number of viewers during the JUL-AUG 1974, RAV at SRF Subic Bay and the number

La Salle's CCTV system was the first of the S.I.T.E. systems and is the only one that is not in color.



(3) Drugs

a. The drug problem in La ie's area of operation is a serious e. In the homeport of Bahrain prior o February 1973, it was possible to purchase certain drugs over the counter from pharmacies without a prescription. In February 1973, a new and comprehensive drug abuse and control ordinance was signed into law. Bahrain is making strides in its drug program, but unfortunately drugs are still readily available from the merchant seamen on ships that berth with La Salle at Mina Sulman pier, and from some of the taxi drivers. Ports such as Karachi present particular problems, as very pure drugs are available at very cheap prices. There is no enforcement and the countless dealers prey heavily on the user and non-user to take advantage of the outstanding bargains.

#### (4) Special Court Martial.

a. The awarding of Special Courts Martial, or Summary Courts Martial where the accused elect a Special Courts Martial, has caused considerable problems for La Salle. The trial teams must be brought from the U.S. Navy Law Center, Naples, Italy, at a cost of approximately \$4,000.00 per visit. Delays in obtaining the trial team can be as long as a month. The main problems have arisen from the accused remaining on board awaiting trial. The norm has been for additional charges to be brought against the accused for acts of additional offenses during the waiting period. Further, ship's morale has suffered by the actions of the accused while he is being retained on board pending completion of a cruise and awaiting the trial team.

#### (5) Customs

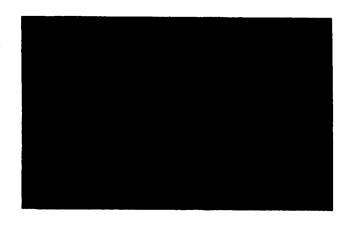
a. For all service personnel stationed in Bahrain, all possessions enter the country duty-free. Should it be desired to sell any U.S. made products to Bahraini nationals, a 10 percent tax is levied on the seller.

(6) Automobile Rentals

a. Due to the long delays in the receipt of automobiles shipped from CONUS and the requirements for mobility, automobile renting is entered into at one time or another by the majority of the crew. There are very few restrictions on who may rent a car. U.S. Navy personnel have become victims of their own mistakes by allowing unlicensed personnel to operate the rented vehicles and secondly, by not pre-checking the vehicles for damages prior to operating it. No insurance is available on the cars and all damages are required to be fixed by the leasee. Repairs are almost always made at unreasonable prices. U.S. personnel are constantly cautioned about the various laws that have a direct effect upon their daily lives. Unfortunately too many of the crew have spent a good portion of their tour buying new car for a rental agency.

#### (c) Training

(1) La Salle experiences a different training cycle than do most ships. With an annual turnover of the majority of the crew (one year unaccompanied tours), repetition of the very basic seamanship and engineering evolutions is necessary prior to and during every cruise. Where most ships have an opportunity to go to more advance training programs after a given period of time. La Salle has had to gear its training program to the new seamen and firemen every few months.



LA SALLE sailors take part in fire fighting training held at the BAPCO refinery in BAHRAIN

- (2) Although efforts are made to conduct, and opportunities do arise for passage exercises with Iranian, British, French or other U.S. Navy Units, independent steaming is the norm for La Salle. Though shiphandling and seamanship training in allied exercises has proven invaluable, it has been too infrequent to be compared with the vast training facilities and opportunities available in CONUS. The flagship, therefore, has had to rely solely on its own resources (PQS and OJT) for training and qualification of its personnel. Also, during several underway periods the proper training of all underway watch standers has been limited due to severe engineering manpower shortages, which have limited the ship to one boiler operations with reduced speeds. This drastically reduces the number of man overboard and engineering drills that can be conducted.
- (3) COMPHIBLANT has deleted from the readiness manual all the amphibious exercises and several other exercises La Salle would not be capable of performing in its present environment. Normally when La Salle is able to operate with other U.S. ships, it is in preparation for an upcoming exercise such as "MIDLINK" with the CENTO forces or "ARIA" with Iran and UK. AXP exercises vice FXP exercises become paramount. Although La Salle finds itself in a unique training environment, the entire ship has explored every available avenue to provide shipboard training. La Salle has utilized the local oil company, BAPCO,

in Bahrain to conduct fire fighting drills. Further, each individual that comes to La Salle has his records screened to determine how his background can be exploited to provide shipboard training of one type or another. Television programs are utilized to bring either training or military information to the crew. During the July-August 1974 RAV in Subic Bay, almost every member of the crew completed some type of training ranging from landing party indoctrination to sheet metal layout. Although training has been difficult and varied due to La Salle's location, it has not been an insurmountable problem. Ship's personnel are vigorously pursuing a training program with the manpower and assets available.

#### (d) Religious Opportunities

(1) The ship's Chaplian billet was deleted in the conversion to AGF. Lay Leaders now conduct the on board services. While in Bahrain, a Protestant Chaplain attached to the Naval Control of Shipping Office and a Priest who is an auxiliary Chaplain conduct services at the NCSO Chapel and on board.

#### (e) Mail

(1) When La Salle is in Bahrain, mail is routed directly to Bahrain by FPO, New York. The La Salle and NCSO mailmen pickup and dispatch the mail from the Bahrain International Airport. Mail is received every day except Friday, the day corresponding to our Sunday.

#### (4) Non NEC Training

a. There are certain skills for which required schooling cannot be obtained overseas or by on the job training after arrival on board. Some of these skills are; communications antenna maintenance, 3-M system and fire fighting instruction. COMPHIBLANT has addressed the problem (COMPHIBLANT 081950z April 74) and has established a formatted message whereby the request in made to CINCLANTFLT for the required training, to be obtained enroute.

#### (5) Manning

a. Manning on board La Salle has been a constant problem since deployment. With the allowance having been reduced from 421 to 370 as the result of the redesignation to AGF and with a current (SEP '74) NMP of 335, La Salle is completing a 5,000 mile voyage from the Philippines with 308 enlisted personnel on board; Seven men are awaiting the ship in Bahrain and 2 men will be transferred upon arrival Bahrain. Practically the whole time since the crew that deployed with the ship commenced rotation, the ship has been well under QMP, now NMP. Requests for Priority Manning have been denied a manpower validation survey was cancelled and a Fleet Survey Team was offered in March 1974, but the necessary \$10,500 was not available to fund the team. The reductions in operational capabilities are documented by means of the FORSTAT reports and at times by special messages.

#### (1) Staff Judge Advocate and La Salle Legal Officer

a. La Salle is fortunate in that the Commander Middle East Force Staff Judge Advocate is usually embarked, and is readily available for consultation. It has proven necessary, however, to assign a ship's Legal Officer on a more that collateral duty basis. Although La Salle's legal problem with our host country and other coutries have been few and mostly minor, extreme care has had to be taken to insure that the minor problems do not evolve into large and complicated ones. Very close liaison is maintained between the ship's Legal Officer and the Bahrain Police.

#### (2) Criminal Jurisdiction

a. Although there is no status of forces agreement between the United States and Bahrain, under the leasing agreement between the two countries currently in effect (SEP 1974), the Bahrain Police turn over those apprehended to the offender's command. The Command notifies the Force Judge Advocate the punishment that was awarded which is then transmitted to the Bahrain Officials.

Civilian laundry services provided to the crew in the homeport of BAHRAIN



MONTH	No.Due to Report	No.Orders Cancelled	No Remain To Report	No. Who had reported Onbd by end of month
pril '73	42	8	34	11
lay '73	30	7	23	7
une '73	48	7	41	10

b. The problem had several causes. Many of the Commands were not screening personnel for homeporting overseas upon receipt of orders nor were passport applications being prepared. If when a person was finally screened, and he was determined to be ineligible for overseas duty. too much time had passed to have the replacement report anywhere near the required month. Obtaining a passport requires a birth certificate and unless this person is started upon receipt of orders, long delays in reporting dates are caused. Two steps were taken to reduce the pipeline problem. La Salle commenced sending a message to each command from whom personnel are ordered to La Salle. The message st ted the screening and passport requirements, travel information, information on Bahrain and the name of the Sponsor. La Salle further requested CHNAVPERS to intitiate orders 30 days earlier or at least 90 days in advance. Orders are now being issued with sufficient lead time and "no shows" at the end of each month have been significantly reduced.

## (3) Inexperience of junior enlisted personnel.

a. La Salle, with the majority of the crew on one year unaccompanied tours, found it had a most unusual personnel problem when it came to Third Class Petty Officers. Most ships breed their own and retain them on board for a significant period of time. On La Salle 81 percent of the 70 men taking the last 3 E-4 examinations for which we have results were advanced. Almost all of the men, however, were transferred before they were advanced

or shorthly after. The usual manning substitution of "A" School graduates or designated strikers for Third Class Petty Officers is satisfactory for a ship where other Third Class can provide the necessary experience, but not on a ship with one year tours. On the CONUS based ships the E-3 allowance may well be made up of men who have been on board for two or more years, who possess valuable experience. The E-1, E-2 and E-3 on board LA SALLE is just becoming a contributer to his department when his tour is up and he is replaced by an inexperienced individual from recruit training, or school. This was further aggrevated by assigning reservists who might only spend seven months on board due to requirement to transfer them with 13 months obligated service. At La Salle's request the latter problem was rectified by CHNAVPERS (CHNAVPERS 090003 Z Nov 73), by directing EPDOLANT to only detail those reservists to overseas activities whose EAOS/PRD would coincide or who would have sufficient obligated service to serve at least a 12 month follow-up tour. The former problem was addressed by CHNAVPERS (CHNAVPERS 28 0016 Z Sep 73),"It is anticipated sufficient fleet-experienced E-3, E-4 or E-5 can be transferred from other LANTFLT units within the "splittour" program or from other sources to meet La Salle needs." This program is working very well as approximately one half of La Salle SN/FN replacements have had at least a year prior service in the Navy.

re, the majority of the Troop Berthing paces currently being used have been eassigned as Crew's Berthing and related abitability spaces. This is considered eccessary in that 82% of the enlisted personnel assigned to La Salle are on unaccompanied tours and are required to live on board year ground, whether in homeport or not. The extremely high cost of living in Bahrain precludes the establishment of rented Bachelor Quarters ashore. The resultant decrease in crowded conditions helps to increase the crew's morale considerably by providing more spacious, confortable berthing spaces.

- (c) The following living spaces are being utilized for crew's or staff berthing or for habitability purposes. These spaces can all rapidly return to troop use.
- 2-120-1-L In use as First Class Lounge 2-136-1-L Berthing in use by Navigation Division
- 2-148-1-L Head in use by Navigation and Third Division
- 2-151-3-L Berthing in use by Third Divi-
- 2-160-1-L Berthing in use by Third Division
- 2-176-1-L Berthing in use by Flag Divi-
- 2-192-3-L Berthing is use by Flag Divi-
- 2-208-1-L Berthing in use by Helo Crew
- 2-221-1-L Head in use by Helo Crew
- 3-160-3-L Head in use by A Division
- 3-160-4-L Head in use by S-1/S-5 Divi-
- 3-176-3-L Berthing in use by A Division 3-192-1-L Berthing in use by A Division 3-208-1-L Berthing in use by A Division
- 3-208-1-L Berthing in use by A Division 4-160-2-L In use as Second Class Lounge
- 4-176-2-L Berthing in use by S-1 Division
- 4-192-1-L Berthing in use by OI-Division 4-192-2-L Berthing in use by S-5 Division
- 2.
  Changes in manning or personnel utiliza-

Changes in manning or personnel utilization in the change in designation from an LPD to an AGF.

(a) In early 1972, when the allowance for La Salle as an AGF was being determinded, the guidance from CNO was "reduc-

tions are equired in manning to attain absolute minimum, even if some risk must thereby be accepted." (CNO Z414252 Jan 72). To this end the following reductions were effected in allowance:

- (1) Officer Reductions.
  - 1 Chaplain
  - 2 Watch Division Officers (2)
  - 3 Ship's Boatswain (1)
  - 4 Air Officer
  - 5 Medical Officer (1)
  - 6 Supply Officer (1)
- (2) Enlisted Reductions.

Allowance of 421 reduced to 370. Twenty-seven of these were from the eliminated Air group. The next largest cuts were 10 Seamen and 7 Firemen.

3.

Methods of conducting Departmental Affairs which differ from those of an LPD or are influenced by the ship's overseas deployment.

#### (a) Personnel

(1) Tour Lengths

a. Upon La Salle's depolyment the tour lengths for Bahrain were 12 months unaccompanied and 18 months accompanied. In January 1973, it was learned that approval for tour lengths of 18 months unaccompanied, 24 months accompanied, were being sought from the Office of the Secretary of Defense. Due to the problems faced by the unaccompanied man in Bahrain, a reclaim was initiated by La Salle to return the unaccompanied tour to 12 months. (La Salle 1tr 1300 serial 113 of 27 Feb. 1973). The result was the promulgation of 12 month unaccompanied and 24 month accompanied tours for Bahrain. (CHNAVPERS 02 2301Z Oct 73, now incorporated in BUPERS INST 1300.26) -

(2) Pipeline

a. In the Spring of 1973, the replacements for those unaccompanied personnel who had deployed with the ship were scheduled to arrive and it became apparent that inordinate delays in meeting reporting dates was being experienced. The below table illustrates the problem:

#### 1.

The following alcerations and/or modifications resulting from the change in designation of the ship from LPD to AGF had a direct bearing on the Executive Department.

(a) Upon conversion to an AGF, La Salle faced the problem of cleaning and maintaining many compartments that were utilized as an AGF. To add to the problem, La Salle's enlisted allowance was reduced by 51 men, and the marines who from time to time, occupied and maintained many of the spaces on board, were no longer embarked. Some of these living spaces were converted to other uses during the conversion RAV in Norfolk Jan-May 1972:

#### SPACES:

2-148-4-L	Head Converted to H
	Division Storeroom
2-176-2-L	Berthing Converted to walk-
•	in Ship's Store
3-108-2-L	Berthing Converted to Crew's
	Lounge
3-192-2-L	Berthing Converted to IC
	Storeroom
3-208-2-L	Berthing Converted to Elect-
	rical Storeroom
4-108-3-L	Berthing Converted to B Div-
	ision Storeroom

(b) It was found that the best way to keep the living and berthing spaces maintained was to have people in them there-

### A. Executive



Departmental Reports



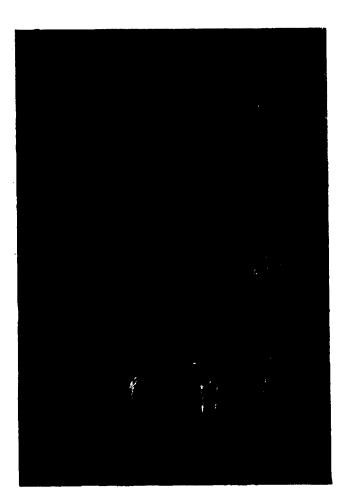


Mariners Unite! Officers and crew of the USS LA SALLE and a Soviet destroyer exchange views, sea stories, and tours of each others ships during Imperial Ethiopian Navy Days

further routes them to La Salle. La Salle's schedule is not sufficiently firm to permit direct routing.

The tour lengths for personnel assigned to La Salle, which is type 4 duty, is 12 months for unaccompanied personnel and 24 months for accompanied personnel. Household goods are shipped by air via scheduled MAC flights from Norfolk to Bahrain. Automobiles depart by ship from Bayonne or Norfolk on an irregular schedule. The usual wait for an automobile delivery is in excess of three months.

In regards to La Salle's operating schedule, it is said that the accompanied personnel deploy from Bahrain hile unaccompanied personnel deploy Bahrain. For the young unaccomnied sailor just out of recruit lining, the change from an extremely eral existence in the United States the mores of the rigid Moslem comm



LA SALLE's approach on the RFA TIDESURGE for fuel replenishment

unity that exist in Bahrain, form the basis for many problems and is the primary reason for the one year unaccompained tour. In the homeport, the whole island can be seen in one day, most women still wear the traditional veil: three expensive hotel restaurants with limited entertainment provide the only night life, and contemporary white and black girls for companionship are essentially non-existant. Other than the limited U.S. Navy sponsored activities there is very little for the unaccompanied man to do that offers variety. There are vitually no english language movies, no bars or amusement areas, few spectator sports and no professional theater or musical programs. The cost of living is high in Bahrain for the unaccompained personnel as they do not receive a cost of living allowance, as do the accompained personnel. To offset these unfavorable aspects of the homeport, the Command conducts vigorous indoctrination programs which, after informing the arriving personnel of the problem that will face them, delineates how they can best take advantage of the sights, culture and recreation that Bahrain has to offer. Each man is encouraged to utilize his spare time working on courses, learning about the area that he will visit during his tour. taking photographs and in general doing things to improve himself.

Unfortunately, it is not possible to motivate all, and drug abuse becomes a significant problem. High quality drugs are extremely cheap and easily obtainable in the homeport and all ports visited in the Indian Ocean.

Between the health services on board La Salle, the NCSO Medical department, and the medical clinics in Bahrain, most medical needs of the Navy community are treated locally. Occasionally patients will be hospitalized at the American Mission Hospital or the Government Hospital, both located in Bahrain. Affliliated with these hospitals are local



LA SALLE playing its role as host ship in its homeport of BAHRAIN to one of Iran's newest gas-turbine destroyer escorts

specialists in several varied fields. Uncomplicated general surgery and moderate illness can be treated. With the exception of extensive prosthodontic work and orthodontic treatment, the La Salle Dental Department managaes all dental problems, including minor prosthetic repair.

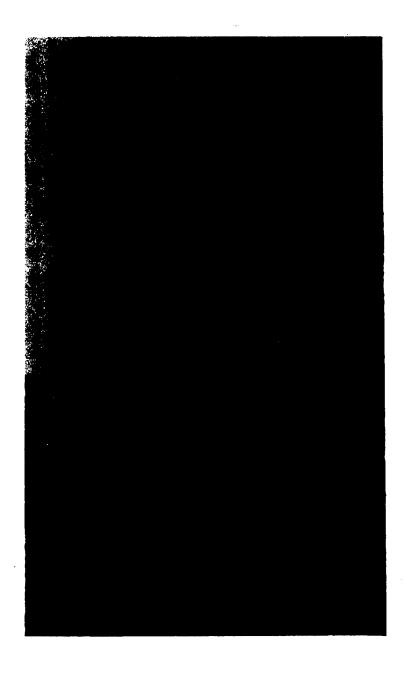
Each person departing La Salle is interviewed in an effort to ascertain his suggestions for improvements and to obtain an evaluation of the various programs conducted. With very few exceptions the tour with the Middle East Force is enjoyed. Most men learn to compensate each in his own way with the different life styles experienced. Several men have returned to La Salle having volunteered for an additional tour. Some who had been on unaccompained tours have returned with their families. The tour is obviously proving an enriching experience.

La Salle was selected for the role as COMIDEASTFOR flagship in the fall of 1971 and was sent to the Norfolk Naval Shipyard for a conversion RAV from Jan - May 1972. During this period the ship was modified both in appearance and organization so as to meet the needs of its new role.

After an 80% change over in crew, caused by manning the ship with volunteers, and loading the ship with household goods and private vehicles, La Salle departed CONUS for a modified readiness inspection/refresher training at Guantanamo Bay. From there La Salle left on the 15,000 mile voyage, around the Cape Of Good Hope, to the new Persian Gulf homeport of Bahrain. In July 1972, La Salle came under the operational control of Commander Middle East Force. Administrative control was retained directly under Commander Amphibious Force U.S. Atlantic Fleet.

Approximately half of the flagship's time has been spent away from the homeport of Bahrain and has been taken up by port visits, independent steaming, two restricted availabilities, various Allied naval exercises, and participation as the U.S. Navy representative in he 1973 and 1974 Imperial Ethiopian vy Days. Cruises usually last from to two months. Her port visits inewestern Indian Ocean ports such rachi, Pakistan; Massawa, Ethiopia;





USS LA SALLE drydocked in the Portsmouth Naval Shipyard durthe 1972 conversion RAV

Mombasa, Kenya; Port Louis, Mauritius; Victoria, Seychelles; Colombo, Sri Lanka; Diego Garcia and the Maldive Islands; and various other ports of the Persian Gulf are visited in fulfilling COMIDEASTFOR objectives.

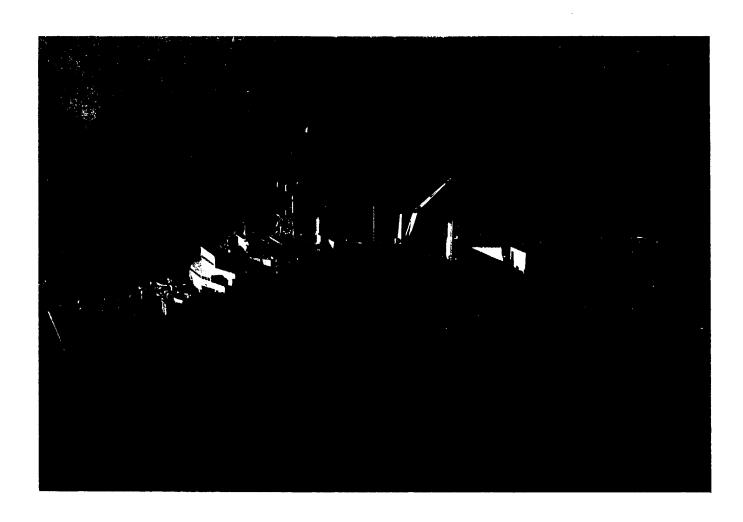
In its homeport of Bahrain, as well as during its Indian Ocean cruises, La Salle has played host to many dignitaries. Various types of social functions, from formal dinners to Children's parties are frequently held on board and have proven to be a great asset to the diplomatic efforts of Commander Middle East Force.

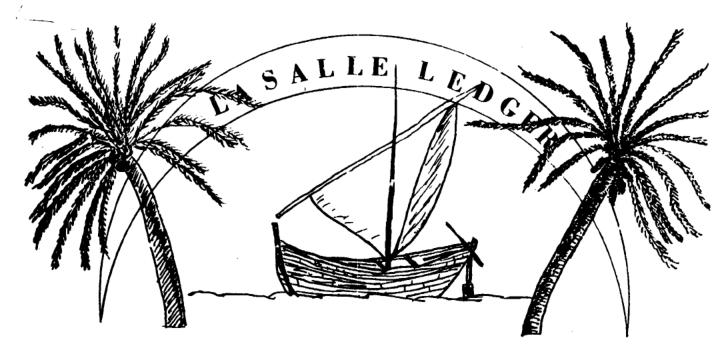
In the homeport of Bahrain, La Salle is berthed at Berth 1 Mina Sulman Pier, the port's six berth deep water commercial pier. The pier space is leased by the U.S. Government. Cold Iron facilities are contained in paragraph C.3.(a). Potable water is obtained by contract and delivered by truck. The provision of potable water to the ship by pipeline is being investigated.

Transportation for personnel ordered to La Salle is by commercial air from New York via Beruit, if it is safe to do so, otherwise via Rome. Routing via Beruit offers the greatest utilization of U.S. carriers. All personnel coming to Bahrain must have a passport, however, a Bahrain visa is not necessary as upon presentation of a passport and an ID card, a no-cost 72-hour visa is granted. The personnel at the U.S. Naval control of Shipping Office secure a one year visa for all La Salle personnel. If La Salle is on a cruise, personnel are still routed to Bahrain, and NCSO

Ship's History

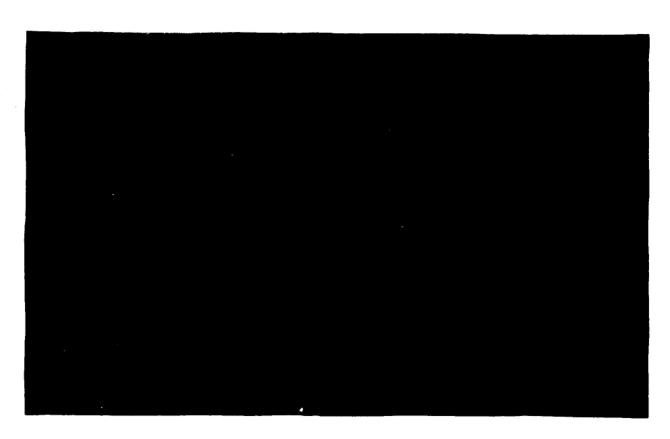
USS La Salle —Two years after deployment to the Middle East





VOL.I NO.VI U.S.S. LA SALLE (AGF-3) August 1, 1974

# KING NEPTUNE VISITS LA SALLE



His Royal Majesty King Neptune, Ruler of the Raging Main, graced LA SALLE by his presence as 234 pollywogs paid their respects to the ruler of the Seven Seas.

After setting the Davey Jones Watch, His Royal Majesty made his grand appearance with Her Majesty the Queen and his Royal Scribe Davey Jones.

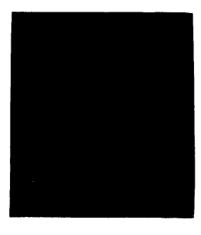
His Royal Majesty held court under the ship's awning to pass judgement on the slimy pollywogs who dared to enter his domain without paying due homage to his presence and have committed sacrilege against his trusty shellbacks. Assisted by his court ministers and advocates, 234 pollywogs underwent the CS1 (b) (6) gives a careful lookout for His Royal Majesty's Royal Scribe Davey Jones during the Davey Jones Watch. He is using special "Davey Jones" bi-focals designed to spot any royal presence within radius of 1ft.

ritualized crossing-the-line kowtow and suffered their just punishments.

It was reported by the Royal Scribe, Davey Jones, that there were many special cases in which the Royal Doctor's assistance was needed to administer his special potion.

In many cases the retribution was similar-kissing the Royal Princess' feet and the tummy of the Royal Baby,

cont on page four



## Captain's

#### Corner

The authority for Commanding Officer's non judicial punishment is derived from article 15 of the Uniform Code of Military Justice. The article is not specific on punishments except for maximum punishments allowed. Al-

though I have previously covered at Captain's Call how mast punishments are determined, the policy will again be stated here.

First a brief outline of pre-mast procedures. When a person is placed on report, he is informed of the charges against him and is informed of his rights. An Officer, usually the Legal Officer or the Division Officer concerned, then conducts a preliminary investigation to determine the nature of the offense, the details of the offense and to obtain the names of the witnesses. The Executive Officer then holds investigative mast to assemble all concerned, to assure all the paper work is in order, to assure that the accused is aware of the charge or charges and to further determine the facts of the case. Prior to Captain's Mast, the Executive Officer and the Senior Chief Petty Officer the Command, meet with me to review the mast cases. First the cases are gone over to determine if a case in fact exist. Can the charge be proven and is the charge correct. Some cases are eliminated at this stage. When a case has been reviewed and there is assurance that the charge is correct and can be proven at Captain's Mast, it is then that recommended punishment is determined.

The first determination is the individual's past disciplinary record. If prior offenses during the current enlistment exist, the numbers of the offenses and the seriousness of the offenses are considered in determining the recommended punishment. The quarterly marks and the division officer comments as to the individual's current habits, appearance and attitude are of particular importance. The severity of the recommended punishment for a good performer will be far less than for a poor performer. It is my policy for the first offense on board, provided it is a minor one and provided that the individual has been performing satisfactorily, to dismiss the charge with a warning.

At Captain's Mast the individual has the opportantly to make statements and to call witnesses. The results may end in the dismissal of the case or the case may continue. The Division Officer or the leading Petty Officer is again given the chance to speak on behalf of the accused and it is then that punishment is awarded. Often it is not understood why, for the same offense at the same mast two individuals are awarded different punishments. As explained above, past record and performance makes

cont on page three

### LA SALLE LEDGER

Commanding Officer CAPT. HOWARD S. CROSBY Executive Officer LCDR WELDON J. BOWLING Officer Advisor **ENS** Editorial Board **ENS** MM3 Edi tor MM3 Layout MM3 Typist MM3 Artwork MM3 Printer LI3 Photographers MM3 FTG FTGSN SN (b) (6

The LA SALLE LEDGER is published for the crew of the USS LA SALLE AGF-3 and is printed aboard ship with non appropriated funds at no cost to the government. The LA SALLE LEDGER welcomes all comments from its readers.

### PERSONAL OPINION

### Questioning the System

by CAPT.<mark>(b) (6</mark>)

In one part of ancient Greece, it was long the custom that when a man proposed a law in the popular assembly, he did so on a platform with a rope around his neck. If the law passed, they removed the rope. If it failed, they removed the platform.

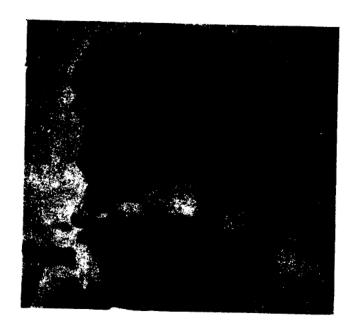
I think it's safe to conclude that not many men were anxious to speak out and introduce legislation into the assembly. Unfortunately, the same attitude appears to characterize most military members, not because the consequences of speaking out will result in the removal of the platform, but primarily because of the myth that military personnel are not supposed to "question" the system.

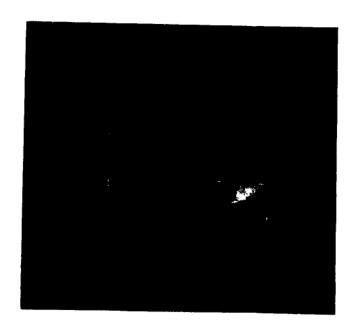
The time has come, however, to bury that myth once and for all. If history has taught us anything, it is that constructive change within a system can, should, and does come from members within that system who are most familiar with its strengths and weaknesses.

As Secretary of Defense Schlesinger recently said: "We live in a peculiar period once again because we are living in a period of withdrawal symptoms; withdrawal from Southeast Asia." This and other factors have led to a state where the BON VOYAGE - ENS

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b) (6)





# Information and Education – STAR

There are many programs in the Navy in which interested personnel who desire to increase his experience factor or educational prowness may look into and apply. As a product of the Navy's attempt to quide its personnel on the right path for them, NC1 (b) (6) the ship's Career Counselor, have a program to familiarize you with the different aspects of many of these programs. If you are interested ask about them personally with NC1 (b) (6)

The Navy STAR Program:

The Purpose of the STAR program is to provide selective training for first term USN and USNR personnel on active duty. Some of the qualifications are:

- to be in pay grade E-3 and have met the professional growth criteria., or pay grades E-4 or E-5.
- Guaranteed assignment to Class A,B,C, school for which you qualify.
- To be recommended by your Command-ing Officer
- Shall have at least two years but not more than four years of continuous active naval service.
- Shall not have more than eight vears total serivce.
- -Shall meet SCORE requirements for school applying for.
- -Shall not have been convicted by a Court Marshall and not more

cont on page ten

CAPTAIN'S CORNER cont from page two

the difference, By continuously reviewing past awards of punishment for similar offenses, every effort is made to be as equitable as possible in awarding punishment. To further protect the individual, immediately prior to concluding each case, the right to appeal to the next senior in command is reiterated.

HOWARD S. CROSBY

# New Gym Opens

The opening of the new gym has been subject to a concerned amount of success thus far. The location of the qvm equipment such as the weight liftingmachine and the new wrestling mat was the real reason for the move. Also because it provides a more personal touch to exercising in the efforts of trimming down that flabby belly and it is much cleaner than the well deck or upper vehicle stowage. It is hoped that every-one aboard will take full advantage of the gym and will volunteer to help keep it in operation. The location of the gym is on the 6th deck, however, the entrance is found on the 3rd deck aft of M & B division berthing nort side. across from the Athletic Gear Locker.

I would like to express thanks to ENS (b) (6) and ENS (b) (6) for their time and concern and SN (b) (6), SN (b) (6) and others for their efforts in trying to keep a good thing going. Any suggestions for improvement will be appreciated.

ς<sub>Λ</sub> (b) (



ABOVE- Slimy pollywogs behold the arrival of His royal Majesty King Neptune. BELOW-His Majesty's Royal Scribe reads Edict of King Neptune to Captain Crosby.

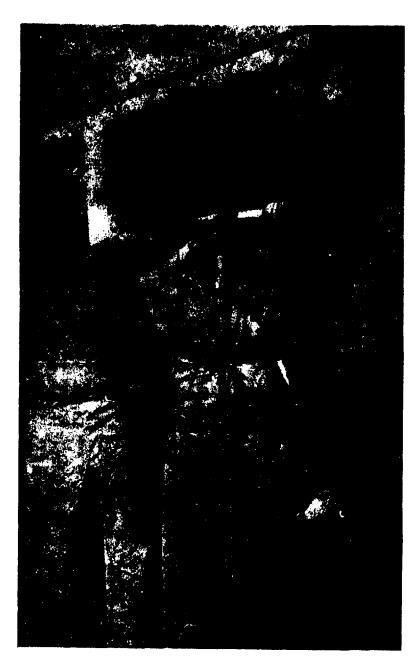
CROSSING THE LINE cont from page one

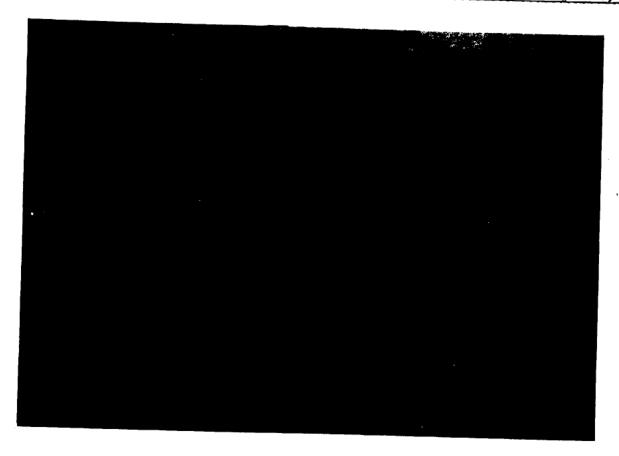
however, some remained arrogant and had to be dealt with by the Royal Sherriff in a very strong fashion. It was also reported that many unfaithfulls were discovered and were promptly sent to the Royal Chaplain. "One can never know how far gone these slimy pollywogs really are until they come to judgement then everything come to light" commented one individual. Needless to say he was a shellback.

It was a hard day's work for His Majesty and his Royal Court. Two hundred and thirty four pollywors to deal with in one day is a lot of cases to be judge fairly. Nevertheless the Royal Court did not leave untill every decided pollywog appeared for judgement.

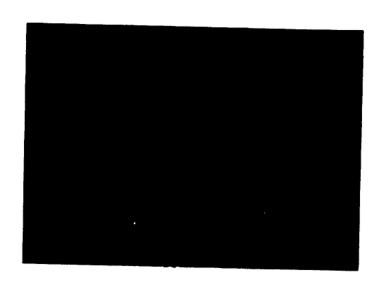
Like a baby taking its first steps forward, crossing the line is more than just a ritualistic Naval tradition. It is more than just suffering for a brief while the pollywoggish hazying. And yet oddly enough it is a combination of these aspects coupled with the most gratifying thought that perhaps someday someone will get theirs with you calling the shots because you are now a trusty shellback.

The ship crossed the Equator at approximately 2206 16 July 1974 at Latitude 0000 and Longitude 1050 57.2 minutes East.

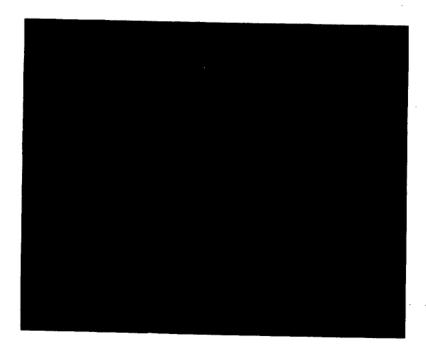




ABOVE- After facing judgement, the Ship's Executive Officer repents. RIGHT- EMFA (b) (6) half pollywog and half shell-back crawls through the baptism of garbage headed for the final dunking rites.BELOW- aided by official dunkers.ENS (b) (6) and EN1 (b) ENFA (b) (6) finds that it is over at last.







## Volunteer Activities Needs Help

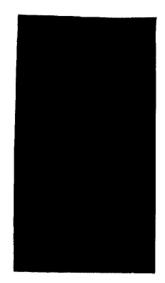
There are many ways to vision the ship to be if some of the often taken for granted services were stopped. It would be easy to envision the complaining voices and disturbed faces of individuals if they were told that they will be a member of the Honor Guard, Color Guard or Drill team. It would be easy to picture the disenchantment of the crew if WSAL went off the air. Yes this would be the easy part. The hardest part of the problem is getting people to volunteer so that we may prevent such events from ever occurring, needeless to say the Volunteer Activities need HELP.

With the establishment of the new La Salle athletic Gym, voluteers are needed to help operate and to enforce the rules. La Salle Lay Leaders are needed to assist GMGSN (b) (6) in his duties as Lay Leader The La Salle soccer team needs regular voluteers who will play when games are scheduled and with the departure of ENS (b) (6) a new team Captain is needed. The new "Greenfields" band still need volunteers who would like to assist in the up-keep of equipment and other important aspects that keep the group going. WSAL-TV and Radio complex system at present is being maintained by a few qualified men. WSAL needs dependable men to assure the continuous high quality programing.

And last but not least and one of the most important volunteer efforts for the entire crew. Volunteer in assiting your shipmates in their effort to keep the ship clean and safe. We should not expect First and Second Divisions to be the Ship's janitors. Pitch in and volunteer for the common good.

### new faces in the crowd

Recent new faces aboard La Salle can be found in the Electrical Shop, Legal Office and Communications.



A graduate of the University of North Caroline at Chapel Hill '72, LTJG (b) (6)

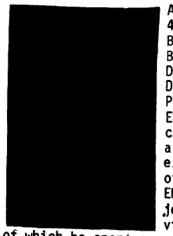
(b) (6) Is a product of NROTC. Married to the former Miss (b) (6)

(b) (6) Comes to La Salle from NAVCOMMSTA, Norfolk, Va. He also served aboard the USS NEPTUNE ARC-2 as Communications Officer.

YN3 (b) (6)
enlisted in the
Navy in 1972
and underwent
Boot Camp at
Orlando Fla. He
has served most
of his past naval
career aboard the
USS LEXINGTON
CVT-16 as Legal
Yeoman, A native
of (b) (6)
YN3 (b) (6) comes
to La Salle to
serve in the



same capacity. Some of his hobbies are football, baseball, reading, and rock music. He plans to attend Northern Essex Community College to study business.management.



After serving aboard 4 other ships; USS BUCK DD-761, USS BENJAMIN J. STODDERT DDG-27, USS ROWAN DD-782 and the USS PUGET SOUND AD-38. EM2 (b) (6) come to La Salle as a world traveler and experienced. A native of (b) (6) has enjoyed his Naval service thus far- most

of which he spent overseas. His hobbies include fishing, coin collecting and girls.

### Bahrain History



By the end of the 15th century and the beginning of the 16th century both the Spanish and the Portugese navies began their exploration of the world. On May 14, 1493 the Papacy under the reign of Alex-anger VI initiated its line of Demarcation thereby dividing the then known world along a meridian 100 leagues west of Cape Verde and the Azore Islands giving exploration and colonization rights

to the Portugese for land east of the meridian and to the Spanish for land east of the meridian and to the Spanish for land west of the meridian. Later the Portugese gained further ground by advancing to a meridian 370 leagues west of the Cape Verde Islands in the Treaty of Tordesillas signed on June 7, 1494. Further revisions were made as time went on. It is with this backnown of that the Portugese became their colonization ground that the Portugese began their colonization of Africa and the Indian Ocean.

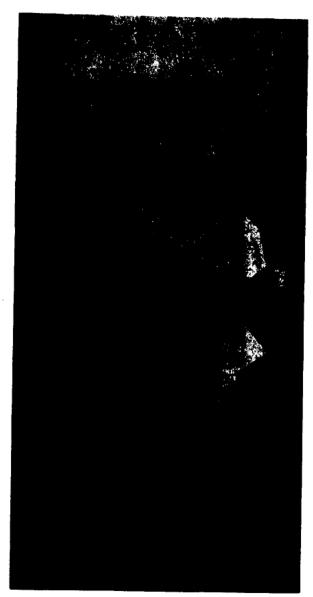
By 1507 Alfonso de Albuquerque conquered the Ruler of Hormuz and established a Portugese colony maintaing the local King to add legitimacy to the Portugese rule. As a result, Hormuz increasingly became the commercial center for the Gulf. Bahrain at the time of the conquest had been a vassalage of Hormuz using its pearls to pay a yearly tribute. However, by 1521 both Bahrain and Qatif had been lost to Mukarram, the king of Hasa and the son-in-law to the Sheikh of Mecca. With the lost of Bahrain, Hormuz could not meet the Portugese required tribute. Eith the lost of Bahrain to Mukarran, the Portugese trade route was interrupted with Iraq. The Portugese reacted by sending a fleet along with a sister Homuzi fleet and proceeded to crush Mukarran's rule in Bahrain, a geographical central point in the Gulf. After his defeat in Bahrain, Mukarran fled to Arabia where he was still pursued. He was ultimatelt captured and the Portugese returned to Hormuz with Bahrain in their possession and with the head of Mukarran.

QMSN EVERTT HUGHES

Rhymes of the Times



WHEN YOU TRAVEL, NEVER OFFEND BY THE WAY YOU HANDLE THE MONEY YOU SPEND



"PAPPY" CS2 (b) (6) serves 'em the way you like 'em during the 4th of July celebration on the flight deck.

Firing Line

The Purpose of Firing Line is to give a voice to those constructive criticisms and suggestions. If you would like to submit either criticism or suggestion please do so in the spirit of improvement. It is hoped that all concerned will support us in the effort to make the La Salle a better place for us all.

Dear La Salle Ledger- The laundry situation is beyond re-call. From my division several bags of dungarees have been lost and my division is not the only division so plagued by laundry problems. It seems that recently the laundry has received enough personnel to at least get some of the laundry to the right people. - Expensively naked.

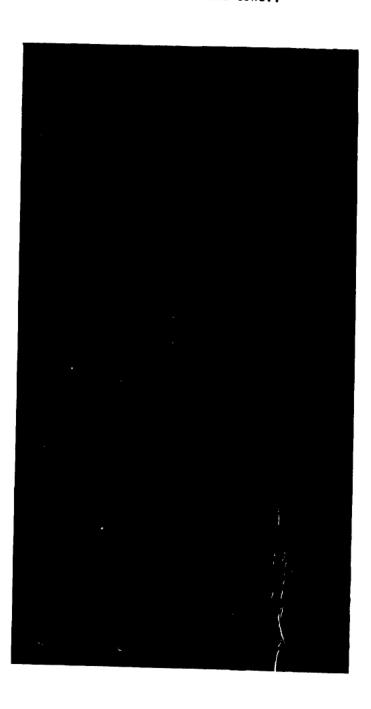
Dear La Salle Ledger- I don't expect the galley to be the Paris Ritz or the Four Seasons of New York as far as food, food service and handling is concerned. However, I do expect the food to be well prepared, warm and sufficient quantities prepared. I also expect the food servers

cont on page page Ten

# The Malè Experience



ABOVE- Native Maldivian boats- the backbone of the Maldive Republic's economy. BELOW: Capt Crosby and CWO3 (b) (6) next to a displayed radio set and tower.



July 5, 1974... The air was peacefully calm, the waters invitingly blue. Lush green islands seemed overgrown with tall swaying palm trees. And as the white-painted La Salle sailed into the Male Atoll with breakers crashing on each side of the channel, it seemed like a doorway

to a Gauguin painting.

Splashes of color dominated the senses; green, blue, white sea foam all seem to spell the tropical location of the Maldive Republic. Located approximately 300 miles southwest of India, La Salle recent visit to the Maldive Republic was a 34-hour episode encircled in a nearly perfect setting for meeting friends

with an unforgettable tropical atmosphere. With the arrival of the Honorable Christopher Van HOLLEN, the American Ambassador to Sri Lanka accredited to the Maldive Republic, La Salle's short visit got off to a rocket

beginning.

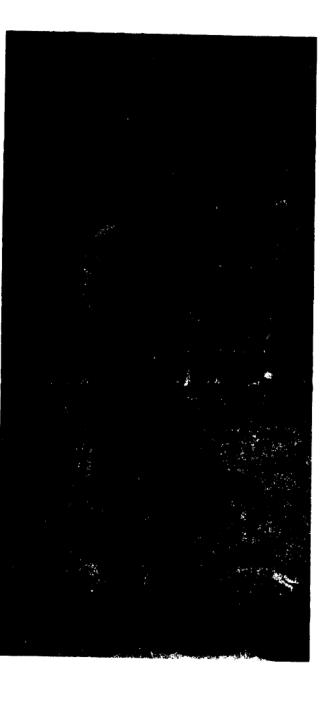
With liberty boats launched, the one half mile to shore found its own unique traffic jam as La Salle boats crowded with eager crew-members headed for Male, the capital of the Republic and the neighboring airport

island of Hulule. Ashore, the south seas atmosphere was a pleasant welcome as curious and colorfully clad Maldivians greeted the liberty boats with warm tropical smiles and enterprising merchants clamoured for patronage. Male, noted for its rare and unusual sea shell, displayed her best from shop to shop. As the liberty parties returned it was evident that the beauty of the sea shells themselves coupled with Maldivian sales tactics paid off for both enterprising merchants and enterprising La Salle sailors. Other popular items were tortoise shells at the going price which varied from five to ten dollars and local boats fashioned from bamboo and teak. On the airport isalnd of Hulule, liberty parties found the rushing waters of the Indian Ocean to be a refreshing experience

That evening 60 Maldivians were hosted

cont on next page





on board for tours, dinner music by La Salle's rock band "Greenfields a buffet under the awning and a showing of "Man of La Mancha" under the stars. The biggest tourist hit was the ship's closed circuit television station WSAL which was airing "The Wackiest Ship in the Army". Some of the guest had never seen television. They were awed by the size of the ship and were curious as to the reason why it was painted white.

The next day marked the occassion of La Salle's visit; the presentation of twenty radio set. The gifts of the United States were presented by Ambassador Van HOLLEN to Prime Minister Ahmed Zaki. The radios were complete with assembly parts ready for immediate utilization including a twenty ft tower capped by a wind generator.

by a wind generator.

The remaining 10 hours witnessed not only the radio presentation but also wits pitted against wits as a group of La Salle crewmembers did chess battles with the local chess experts. Also volleyball and basketball games were played.

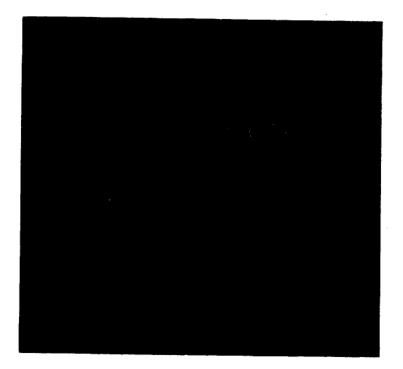
basketball games were played.

La Salle's visit to the Maldive Republic was the first time that a U.S. Navy ship has visited the island nation in two years. Though our visit was short, the whirlwind of events will make it the experience one of lasting memories.

UPPER LEFT-EM2 (b) (6) and EMFN (b) finds themselves in a bind on the Chess boards.

LEFT- EMFN (b) (6) with coconut in hands enjoys Male, the capital of the Maldive Republic.

BELOW: CWO2 (b) (6) acts as tour guide during the buffet aboard La Salle.



#### PERSONAL OPINION cont from page two

"morale of the western societies is at a lower ebb than it has been in the past (but there is no alternative in the present world to American leadership and strength." To provide the basis for strong leadership in the world, however, the United States cannot afford "to lack an adequate military establishment."

Let's face it. The military, like the rest of society, is changing. Let's not react with alarm over this process, however, but look upon it as a once in a lifetime chance to be able to supply some input in order to design the type of system you would like to have.

Above all, it's not the time to withdraw behind the cloth of your uniform and oppose "them" on the outside, but rather, as one astute historian points out, "those within the service have an obligation, as well as a vested interest, to assure that change evolves from within rather than be dictated from without." It is time, therefore, to band together, to exchange ideas, to establish standards of professionalism which will have a profound influence on the profession which will emerge from this period of transition we are now experiencing.

Let me hasten to point out that an appeal to speak out is not an invitation to anarchy. Let's abide by the philosophy of being able to "disagree without being disagreeable." Let's channel our criticism and suggestions in a professional manner through the organs and forums we already have established. Instead of sitting around complaining about standards and procedures to your buddy, wife, girl or co-worker, direct your energies to constructive criticisms which may lead to the type of organization you desire.

At the same time, bear in mind that your ideas may not be new. History has shown that out of every 100 new ideas, 90 or more will probably be inferior to the traditional responses which they propose to replace. Do not despair if your "profound" idea is rejected, refined, or modified. Keep in mind that it is good that new ideas are heard; but it is also good that new ideas should be compelled to go through the mill of objection and opposition from more experienced people.

Out of this struggle between the "old" and the "new" comes

Out of this struggle between the "old" and the "new" comes a creative input which will go far in establishing a viable, adequate military establishment.

### FIRING LINE cont from page seven

to be CLEAN, not smelly, dirty and wearing dirty clothes. It turns me off to see dirty hands SLOP the potatoes on my tray or to find my cup slippery with dishwater grease or to find BUGS and GRIT in my salad. I don't expect to fing wilted lettuce leaves and soggy tomatoes DUMPED together and called CRISP LETTUCE AND TOMATOES. What can you do because I'am STARVING.

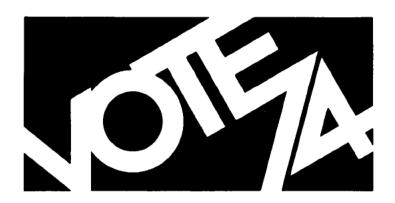
#### " DEAR STARVED AND NAKED "

Due to the shot gun approach of your charge, it is difficult to reply in just a few words.

The mess men and cooks are inspected daily by the executive officer, however, if any mess man serving food to you is unclean, it is also your responsibility to report that fact to the mess deck MAA, so that corrective action can be taken.

It is the responsibility of the division laundry PO, to ensure that clean laundry is picked up and delivered to the division. It is the indivual's responsibility to insure that all clothing are properly marked so they can be identified.

The supply department is interested in providing good services in all areas, however, be specific in your identification of problems. Also be timely, some thing that happened last week can't be corrected today.



INFORMATION AND EDUCATION cont from page three

than one case of NON-JUDICIAL punishment for 18 months before application.

- Have the obligated service requirements for entrance into requested school.

TRAINING AND BENEFITS OF THE STAR PROGRAM.

E-3

- Guaranteed assignment to Class "A" school within 12 months. This includes "P" school if appilcable.
- Become a designated striker upon satisfactory completion of "A" school.

E-4

- Guaranteed assignment to an appropriate Class "B", "C" or equivlent "B" school.
- Automatic advancement to E-5 upon satisfactory graduation from Class "B" or a class "C" school if designated as Class "B" school.

E-5

- Guaranteed assignment to an appropriate Class "B" "C" or "B" school equivlent.
- Gain the required knowledge to pass the the E-6 exam.

#### SPECIAL ENTITLEMENTS:

- 1. Reenlistment bonus-VRB if applicable
- Become career designated
- In some cases, eligible for proficiency pay.

If you are interested in the STAR program or any other Navy program see NC1(b)(6)

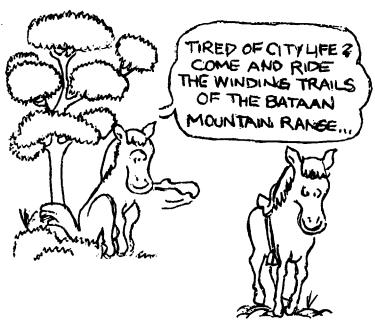




## **What's** Going on in Subic



Geared towards the ships of the Fleet, the Subic Bay Naval Base and the surrounding areas provide a wide range of recreational facilities for your enjoyment. Posted on the starboard passageway, the Special Services bulletin board has information on the different facilities to attract you attention and possibly your participation in the current activities.



On the Subic Bay Naval Base, the recreational gamut extends from Go-Karts to Archery to Skeet Shooting to Horse back riding. The Special Services Department is one of the largest in WESTPAK and they go out of their way to live up to the name of "Special Services".

As the caption reads "Tired of City Life? Come and ride the winding trails of the BATAAN MOUNTAIN RANGE... The El Kabayo Riding Stables is open from Tuesdays through Sunday 0900 to 2100. Riding lessons are also given.

The Subic Bay Archery Range is open from 1000 to 1800 Mondays through Sundays.

Skeet Shooting range is open 1000 to 1800 Monday through Sunday. Prices are: 12 GA #7 $\frac{1}{2}$ -\$2.60, 12 GA #9-\$2.60, 20 GA #9-2.10, 28 GA #9-\$2.70 4.10 GA #9-\$2.05.

#### **USO SHOW**

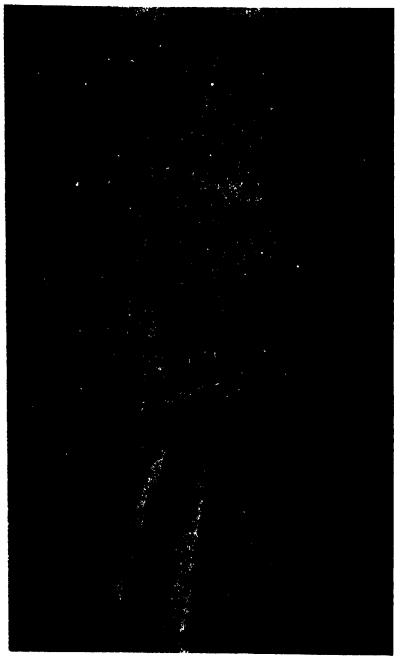
"THE MCCRARYS" are coming to the Subic Bay area in the very near future. "The McCrarys" is a young black group composed of three brothers and two sisters. Their repertoire includes selections from original soul-gospel to todays modern sounds. Their appearance dates will be posted.

#### **TOURS**

Also posted on the Special Services bulletin Board are listings of tours available throughout the area including to Manila. Give yourself a break and don't hesitate to sign up. There are a varied selection that you can choose from. Anyone of these tours will help you to discover the NEW PHILIPPINES.







### A Moment of Appreciation



#### LIBERTY BOAT CREWMEMBERS

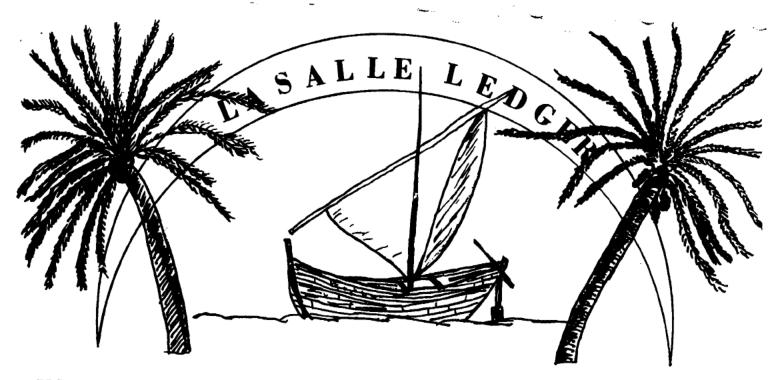
Recently during the ship's visit to the Maldive Republic and Singapore, the Liberty boat crewmembers were called upon to provide a service. Though it is the duty of First, Second and "A" division personnel to operate the liberty boats, no one really knows what is asked of them except themselves. The liberty boat schedule in Singapore was designed to give the maximum amount of service to the crew of the ship. Thus boats crews operated the liberty boats from 0500 in the morning 'til 0200 the next morning. But dispite the weather and the chaotic nature of Singapore's Clifford pier traffic, timely services is what they gave.

Too much is too often taken for granted. With this thought in mind, the staff of the LA SALLE LEDGER would like to take this moment to express its appreciation to the liberty boat crewmembers for their outstanding job and hope that they have caught up on their sleep.

THANKS LA SALLE LEDGER

FROI1:	DIVISION

USS LA SALLE AGF-3 FPO, New York. 09501 Place Stamp Here

VOL 1, NO.1

USS LA SALLE (AGF-3)

# OUR FIRST!

### OUR AIM

The aim of the LA SALLE LEDGER is to act as a springboard for ideas, as a bridge for better communications and as an ear to constructive criticism. It is not our Policy to print every hangup that a person may endeavor however, those that we feel are important and constructive shall certainly find a place. We feel that through the newspaper it will be possible to effect a team atmosphere and attitude that is so important within an organization such as the Navy and a Naval ship.

### KSAL SETS NEW RECORD

LA SALLE'S KSAL radio smashed the old Navy record held by the USS FORESTAL by more than 50 hours. The new record, 178 hours, is the longest continuous broadcasting by any ship's entertainment station in the Navy.

The marathon contest, the brain-child of JO2 (b) (6), proved to be successful on all counts. It was created for two main purposes; for the interest and support of the crew and to collect money for the welfare and recreation committee. Using the idea of "pot luck", the KSAL marathon collected over \$150.

contd pg 9

### LA SALLE LEDGER FIRST TO BEAR NAME

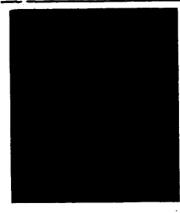
The LA SALLE LEDGER is the first ship's newspaper to bear the name "LA SALLE LEDGER". Every since the ship was commissioned it has had some form of shipboard com-munications. "LA VOIX DE LA SALLE" was the first ship newspaper to be printed for the crew. Its life span, a period of 2 years started from 1964 to 1966. In 1967, the "DUNGAREE PRESS" was established. It was smaller and was printed onboard the ship. Its publication continued to until the LA SALLE was nominated to replace the USS VALCOUR (AGF-1) in the Middle East as Flagship for COMIDEASTFOR. That was in 1972. Since that time the LA SALLE has been around the world, almost, but its ship's newspaper faded away.

contd on page 4

#### N.D. CONVERSION

### LA SALLE FIRST!

While the ship was in Singapore and was swarming with shipyard workers, few realized or had the time to realize that the LA SALLE engineers had set a new Navy record. In the period of five short weeks an astounding feat was accomplished in light of the other hundreds of other jobs being conducted at the same time; An N.D. conversion.



### Captain's Corner

It gives me great pleasure to see the initiative to again produce a ship's paper. There is much work involved in

producing a paper and it takes the combined efforts of many to produce even a small paper.

Communication between individuals is an extremely important aspect of our daily lives on board. No matter how hard the command tries to get the word out on different subjects, the "failure to get the word" rate is usually fairly high. Often, particularily in periods of international tensions, rumors run rampant and it is only through effective communication that we can keep all hands properly informed.

Effective communication has to be two way. One party has to listen while the other puts his point across and vice versa. This paper will, I hope, provide another avenue for that necessary two way communication.

All publications require an editorial policy. First, a state-ment is required that the statements and opinions contained in this paper do not necessarily reflect the policy of the Depart-ment of the Navy. With that statement the way is clear to write just about anything that you would like to have printed. I use the words "just about" as we obviously cannot print obscene articles or pictures nor can there be malicious slander. The Editor has great leeway in what he desires to include in the paper. All articles and letters submitted to him must have the name of the writer whether or not his name appears in print. All questions submitted will receive answers, hopefully in the issue where appearing.

Let's get behind our paper and make it a success.

HOWARD S. CROSBY

### LA SALLE LEDGER

USS LA SALLE (AGF-3) FPO, New York. 09501

Commanding Officer
CAPT H.S. CROSBY
Executive Officer
LCDR W.J. BOWLING
Officer Advisor

ENS (b) (6)
Editorial Board
ENS (b) (6)
MM3
Editor
MM3
Typist
MM3
Layout
MM3
Printer
LI3 (b) (6)
Photographers
PH1 (b) (6)
MMF1

The LA SALLE LEDGER is published for the crew of the USS LA SALLE (AGF-3) and is printed aboard ship with non appropriated funds at no cost to the Government.

### PERSONAL OPINION

"I'am short"; a stumbling block.

Just recently one of my friends left, headed back to the States. It was a happy occassion, I wished him well, but as he left he remarked, "I am glad to get away from this place".

I have been on board for almost four months and every since I first met him he always reminded me how"short"he was.

As I thought about it, I began to ask myself what is it that he has missed and I have gained? Surely I must have gained something. I am not disappointed, the whole Middle East is mine to explore. He only personified the basic

contd on pg 5

### BAHRAIN Taxies No Tale

In Cinderella, at the stroke of midnight, her beautiful dress and coach turned into pumpkins and rags. Although the Bahrainians are not aware of this fairy tale, they are aware of the fact that taxi fares increase 50% during the period of 0100 to 0530 am.

The taxi situation is no laughing matter. Already many incidents, minor and major have developed because of lack of knowledge of this price in-crease. The Bahrainian Police have made available charts and taxi fares of the Manama and Muharraq areas. They have also included fares to and from the Bahrain Airport complete with waiting charges. One hundred fills for the first half hour and 250 fills for the first hour is standard prices for waiting. After the first hour the charge should be mutually agreed upon by both parties. All taxi cab drivers are compelled to display these charts so that it is easily visible to the passenger. Many taxies however, do not display the required charts visibly and even some do not display them at all. This makes the unaware passenger easy bait for overcharge.

Some have the idea that evry taxi cab driver is out to "get" the passenger. Fortunately this only a wild miscon ception and all taxi cab dr-vers should

not be judge vefore evidence.
World wide, the taxi cab driver is probably one of the most abused persons. They sit in an unpleasant position all day, gaining excessive weight because of the limited space to exercise. Whenever we step into a taxi we automatically take him for granted and even Bahrainian cab drivers are not spared.

To improve your rapport with the local taxi cab drivers here are

some advice:

- Always know where you are going and make sure that the cab driver whom you confront knows the place. Many a tîme a taxi drîver îndicates

cont page 4 col 1.

### Drug Exemption

Today's American Society is faced with the growing trend towards drug abuse on the part of a large percentage of it's citizens. The U.S. Navy, as a part of the American Society must also deal with the growing number of people who are habitually involved with marijuana, alcohol, and the more dangerous intoxicants including Amphetemines, barbituates, hallucinogens, and chemical.

Realizing that is almost impossible to curb their use and impractical to arrest all abusers, the Navy has established and implemented the Drug Exemption program which attempts to show these drug abusers how to help themselves without hurting others.

Any individual who has a drug abuse problem can voluntarily submit himself to the program as long as he has no prior history of legal offenses due to drug involvement. After initial counseling with the Exemption Representative and the Medical Officer the individual begins on a local level or at a Counseling and Rehabilitation (CARF) center to eventually eliminate the dependence on drugs.

Remember, the Exemption Program is not a set of orders to leave your present command nor is it a free trip to CONUS or out of the Navy. Rather it is the Navy's attempt to give a man a secong chance to function as a normal human being.

Have any questions? Contact MM2 b) (6) , MR1 (b) (6) , ENS (b) (6) or FNS (b) (6) , We're here to help or FNS (b) (6) you not to bust you.

**FNS** 



"Henri, what went wrong? The broccoll tastes just like broccoll!"

TAXIS. cont from page 3

he knows the destination and you find yourself taking a 30 minute tour of the Island instead of the 5 minute drive you had planned and an overcharge in your hands. The best thing to do if you ever find yourself in a situation similar to this is to ask to be taken to the place of your origin or to a well known place. Never argue with a taxi driver about his overcharge, simply take his car number and turn it in to the Bahrainian Police. He will be charge 10 BD for the overcharge violation.

Some taxi drivers have air conditioners in their cars and will normally ask if you wish to have the air conditioner on. The first you should do is ask the price. To agree to have the AC is agreeing for an extra charge.

> ENS Legal Officer



Volume IV No. 1

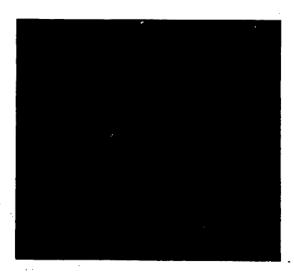
USS LA SALLE (LPD-3)

#### LASALLE NOMINATED FOR GOOD WILL PORT VISITS ENROUTE BAHRAIN

LA SALLE LEDGER FIRST

After several attempts, we have finally gotten of the ground. With your help and support, we shall continue where the others left off.

However, we are seriously undermanned. If you would like to help work with the staff of the LA SALLE LEDGER, please make your wishes be known to the Editor MM3 (b) (6) or ENS (b) (6). We need people with all talents to make this newspaper the best in the Fleet.



### What is it?!

You have been asking alot of questions about your food, primarily a shortage of food. Well there is a reason for the occassional problem. Unfortunately for all you steak lovers, there is a drastic cut back on all articles such as food and supplies. You may have already noticed that your parts that you ordered 3 to 6 weeks ago took longer that you had anticipated. The same applies for foodstuffs. The food service personnel orders it and then waits and waits and waits. However, you can be sure that the cooks try their best to please you even though they do happen to occassionaly run out of steaks, your favorite food, and then serve you something else in it's place. So do try to have patients.

With the changing times and prices and quality of foodstuffs, the LA SALLE trìes harder by getting better cooks such as CS1

(b) (6) who has just reported on board recently.

He is really in there trying to make your meal as enjoyable as possible. So the next time you're in the chow line, look around and see what is going on. You may end up liking what vou're eating.

GM2

#### " Iam Short" cont from page 2

feeling that seems to prevail aboard LA SALLE. I find it sad that we must pre-occupy ourselves with the continual thought of being short.

We seem to negate the fact that we have been presented with an almost once in a life time opportunity, a chance to experience a different enviroment and different cultures. I would hardly think think that most of us will ever again be presented with the same opportunity to live and experience something that wasn't American. Sure we must not forget home but also we must not use it as excuse to prevent full enjoyment and realization of a part of the world that is so important and does exist.

I find that many of us, though young, lack the necessary perception to understand and are distressed that we see minerets instead of bright neon McDonald signs. We seem almost without thinking using America as a standard by which to judge others.

This feeling manifest itself by our labeling all Arabs as "ragheads". We seem to forget that we are the visitors. It is not our position to judge nor our position to force ourselves and our ways upon others. I have detected almost an overwhelming opinion of "American Supremacy", one which I believe unfortunately prevents many of us from enjoying our stay in the Middle East.

stay in the Middle East.

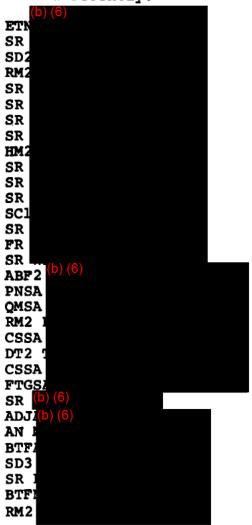
I find it amusing that some have arrived already critical and others with their own critique ready to cut down everything and anything that does not conform to the basic American Way.

I am aware of the fact that many of the comforts of America are not available however, we should not be looking for American comforts but rather regional comforts that will be lavished upon us only if we accept.

MM3 (b) (6)

### WELCOME ABOARD

The LA SALLE LEDGER would like to at this time welcome on board all the new personnel who have reported aboard recently.

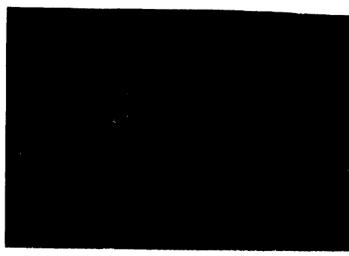


The Staff of the LA SALLE LEDGER extend to you a most warm WELCOME.



"B" and "M" DIVISIONS of the MONTH

# "WHAT IS A SNIPE?"



Deep within the womb
Dark forsake of false light
Omnibus presence linger
Admist eerie sounds, aching
Admist ghoulish desolation lay
Their bodies stained,
Their contenance deprivation manifest
Eyes hollow webbed in cardinal
Hands; battled, victory failing
Minds gnawed by humid anxieties
But they are the keepers
Watch for them for
They are watching for you.

The above poem, a short descriptive passage does not fully describe the "keeper" better known as the "snipe". Nor does it pay tribute to those persons who have been appointed to such a position.

Almost everyone aboard knows that somewhere aboard the ship is this womb, this cavern, this hole. However few "realize" it. They are aware that people or things work there such as snipes and for all their knowledge probably live there. They have been spotted above on the main deck, clearly identifiable; grease laden.

deck, clearly identifiable; grease laden. And occassionally 3 times a day a few can be spotted in the mess line. It is taken for granted that these "snipes" are snipes and that is all to be said or asked

During the past weeks I have asked several new personnel and old timers "what is a snipe"? It didn't surprise me the answers I received. Some prompted by gross misconceptions and others by lack of knowledge, they all concieved basically the same idea, "a snipe is a snipe, is a snipe is a snipe.

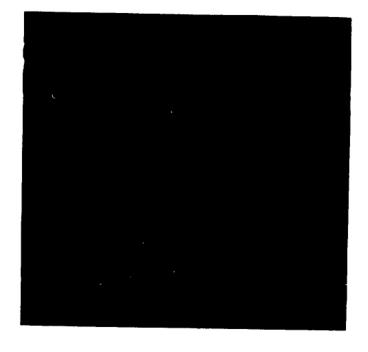
Being a snipe, it didn't strike me as being convincingly funny nor in anyway amusing that we should be so misunderstood. My personal opinion on the subject have no bearing but I am sure that some of my other snipish brothers would undoubtedly take it very hard. Our temperment have been known to exceed that of the steam temperature (800°F).

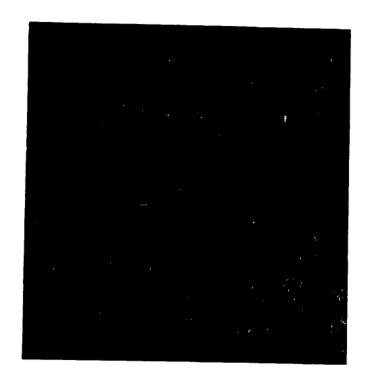


Let me take this time to introduce ourselves. We are without a doubt in our minds human, though it often seems that some of the miracles we do perform would certainly give the impression of mysticism. Take for instance Brothers (b) (6) (MM1) and (D) (6) (MM1). They have the power and have been known to make others walk on water. This feat occures quite frequently considering the fact that the bilges are always filled with some form of liquid. Brothers (b) (6)

(our Cuban refugee) (b) (6)
(our Soul brothers) and (b) (6)
have left doubts in even the staunchest realists for they seem to convey a true mystic for those pumps and machines that is really out of this world.

and the street of the second





Our newer brothers, though young and joeish, have not had time to learn and to be graced in the snipish ways. Some are showing unequivocal promise and should be expected to gain rank and prestige of a true snipe soon.

We share our hoven (compartment) with our BT brothers. They too are brothers of the rank and file and without question have all the air and prestige "de diplomatik".

Graduates of the Snipe Academy (BT A School), brothers (b) (6)

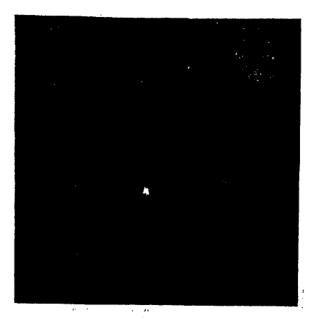
(b) (6)

and (b) (6)

are

leaving their mark upon their new protoges. Of course it is only under the auspices of the older more experienced brothers have they gained their present statue. Brothers (b) (6) (BT2)

experienced brothers have they gained their present statue. Brothers (b) (6) (BT2) (BT3), (b) (6) (BT3), (b) (6) (BT3) have lead the way. Now with more professional guidence from their new arrivals, our BT brothers should be on their way to becoming the finest of their kind. Brothers (b) (6) (BT1) and (b) (6) (BT1) are already making their presence felt.



No one really knows the job that are required of them except themselves. The tremendous work they do perform to get the ship underway and keeping underway is only a part of the miracles they perform everyday. Yes it is true that they are within the bowels of the ship but they are the true heart of the ship and without them the ship would cease to function. So the next time you get a drink of water or pick up your laundry or turn on the showers or wash your face or shave or listen to your music, remember them. Not as creatures from the bowels of the ship but rather as persons much like yourselves (for we may be better) ad if you do happen to spot them across the mess deck, give them "ultimos respectos" or else, all hot water, or all cold water, or very simply none at all.

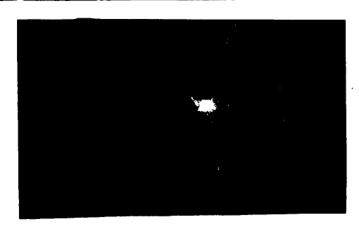
### Beat Up Bullies ME!

Beat up Bullies. The secret of Oriental fighting makes your hands and feet more powerful than clubs or brute strength. Fear no man. Learn our self defense tricks and we will make you into a human dynamo, ready and willing to protect helpless old ladies and girl scouts or even your kid brother if he comes from a nice neighborhood. Well now men of LA SALLE hold

on before you answer all those ads. The LA SALLE KARATE Club offers you another deal. Unfortunately we will not guarantee in writing hands and feet more powerful than razor sharp knives, or an easy 15 minutes a day with little or no sweat eventually turning you into a fighting machine that any First Sargent in the MARINES would be proud to call son. Instead we can promise you this; sore muscles and three hours of hard work. Along with the dozen or so other clubmembers you can work out from two to three hours aday in the well deck.

Under instructions from MM3 (b) (6) 3RD DAN in Korean Karate TAE KWON DO, two and three hours a day for three months can make a person proficient in the art of self defense. Like all things you get what you put into it. If you desire the grace of a dancer, speed and reflexes of a good athlete, the flexibility of a gymnast, power of a strong man and the mental concentration of a Tibetian monk, you can obtain these skills only with hard work and constant practice and dedication. And if you widh advance training then the invitation is extended. So if you are looking for a worthwhile time and a little deviation from the routine, then come on down to the well dech between six and eight. Who knows you may get a new kick out of it.

ENFN (b) (6)



#### TIRED AND BORED?

Tired and bored of Navy life? Has the work load been a little too demanding? Does the chief annoy you at times? I am sure these cases are far from common place, but in the event they do occur, forget you're present misery through some sort of sporting endeavor.

Athletics and recreation are catalysts for fun and good times, and they make an important contribution to our physical well being. Futhermore, socially, recreation can provide the opportunity for group experiences that meet the fundamental requirement of human needs. Thus going by this philosophy, the special services department on board is doing as much as possible to make available to everyone (even officers), equipment and facilities to make shipboard life more enjoyable. The home for all this fun and good times is the athletic gear locker. It is loaded with sport equipment and has evolved into the center around which clubs, teams and groups of all kinds can orientate themselves.





### BAHRAIN'S OLDEST INDUSTRY

The Assyrians described them as "fish eyes"; the ancient Egyptians, "flowers of the sea". With all of these romantic metaphorical descriptions, it's ironic to note that the pearl is a product of irritation, the irritation caused by a grain

of sand coming into contact with the soft flesh of the oyster. The oyster responds by covering the grain with a smooth coat of nacre, mother of pearl. The oyster will then continue to add additional layers of nacre until interrupted.

Pearl diving is Bahrain's oldest industry. Perhaps its most interesting aspect is that the method of diving has remained unchanged for centuries. Unlike the highly commercialized cultured pearl industry of Japan, the Bahraini government as well as the Saudi Arabian government has forbidden the use of modern diving equiptment in order to allow the poorer merchants to compete.

Once anchored at the pearl banks, two ropes are thrown over the side at each oar, one has a net attached, the other a weighted loop. The diver using leather to protect his hands and either a bone or tortise shell for a nose clip, places his foot in the loop and is lowered along with the net to the bottom.

Contd on p. 11

#### BUYING A CARPET?

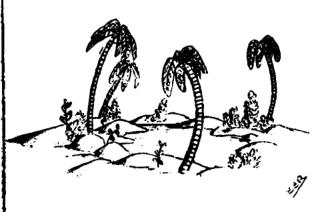
The purchase of "Persian" or Oriental carpets is, I have discovered a very complicated affair Still, there are five basic points that you can keep in mind to enable you to purchase a carpet of respectable quality. These are (1) The material used, (2) manufacturing techniques. (3) weave, (4) intricacy of detail and (5) execution of pattern.

Oriental carpets are composed primarily of wool, although cotton and silk are also used. The best carpets are made of wool as fine as silk. High quality wool combines the durability of wool with the luster of silk making it ideal for pile while more coarse wools provide a sturdy base. Cotton and silk are also used, however, they do not wear well when the carpet are in prolonged use. When looking for

contd on page

#### MIRAGES DOES EXIST?

When we speak of mirages we think of an image that does not exist and for most cases this thought is true. Somewhere in our television lives we have come across the same epic scene of a poor soul in thirst for water. He sees a well slimmering in the desert sun. Tall date palms waving in the breeze and he franctically rushes there only to find it to be a mirages.



But what about the mirage that does exist?

Common in the Arabian Gulf, mirages or "refraction phenomena" can take any of the forms of looming, sinking, stooping, distortion or multiple images. The funny thing about these mirages is the fact that they do exist.

#### GOURMET'S BAHRAIN

For those of you who are enterprising gourmets and love to eat out, we of the LA SALLE LEDGER are trying to help you on your way. With the help of MRS. (5) (6) wife of Chief (5) (6) better known as the Chief Master at Arms have compiled a listing of places to eat in Bahrain. The type of dress and foods is listed for each resturant. We extend our sincerest thanks to MRS. (5) (6) for her more than generous help.

contd pg 12



NEW RECORD Cont frm pg 1

First prize went to ENS (b) (6) second to HMC (b) (6) and 3rd to SN (b) (6)

"I enjoyed it"says Eddie Napper who hosts the ED's SOUL SHOW. "It was alot of fun". The DJ list ranges from Gypsy Flinley to "El Drifto Janz to GM2 (b) (6) to the "Professor" who kept them going when things got a little heavy to Shane Reid who hosted the Crazy Shane Show. But no worked as hard as (b) (6) says Napper. "he often ate and slept there in the station." During G.Q. SN (b) (6) and LI3 (b) (6) kept the disc turning so that the marathon could go on.

We give our thanks to the X.O. for letting us put LA SALLE first in the fleet.

### \$1138.10 A Good Deal!

Do you want a good deal? Yes? Well now we at your friendly Disbursing Office may be able to give you a deal that you almost can't refuse, if you use your head. There are very few good deals left in this world and one of them starts with us. That is the 10% savings program. You can invest your money as long as you are over-seas in the 10% savings program and draw a 10% compounded quarterly interest at 2.5% per quarter. This means if at the first of the year you invest \$1000.00 and draw it upon your return to the States at the first of the year, you would recieve a check for \$1138.10. That's 138.10 free. Now is that a bad deal for not spending the money that you shouldn't anyway? Not only that but if you start a 10% savings deposit allotment, you won't even see the money. That way there won't be any questions or temptations to go ahead and spend it. Some of the most commonly asked questions are listed below.

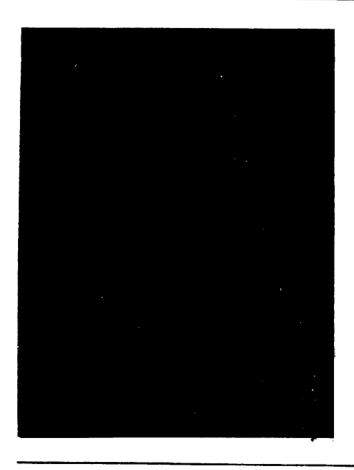
Q. What is the maximum amount I can put into the 10% savings program?
ANS. You can put up to the amount you drew on your last pay ckeck rounded off to the nearest \$5.00

### NEW UNIFORMS

"A Navy blue double breasted coat, white shirt, Navy black tie, Navy blue trousers, and black shoes". Sounds like a Tux? Well not quite. It is the item listing for the new Enlisted uniforms. As impressive as it may sound, many have already voiced opinions against it while others welcome the change gladly.

Contd on pg 10





10% Savings Program.

Q. How do I get my money out of the 10% Savings program? ANS. Upon return to the U.S. you submit a form with an address stateside where you want to have the check mailed to you.

O. How long does it take for me to recieve my check?

ANS. You have a choice of either immdeiate repayment which takes about four weeks after the form is submitted or you can keep your money in for up to three months.

Q. Why does the Government offer me this good deal? The purpose of the 10% savings program is simply to keep the deficit of payments as low as possible. It helps the economy if you spend your money back in the States rather than overseas. This is the reason that the only time money may be withdrawn from the 10% savings program is after you return to the U.S. If it is such a good deal, why don't I get in on it? Think about it.

LTjg (b) (6)

#### New Uniforms

Along with the suit, a white C.P.O. type cap tops it all off. This blue uniform will be available in summer and winter weights. A short sleeve shirt is authorized for summer wear. The present Navy uniform and all its regalia; white hat and neckerchief and dress blue jumper will be unauthorized for wear in July of 1975.

The Supply Office has been moving LA SALLE towards the new uniforms. Caps are now available as well as the summer weight Blues. Also required is the stainless steel belt buckel and tip which are available in the Clothing and Small Stores.

Because of the standard size, the new white cap must be tailored to fit. When measuring, a good advice is to measure your cap with the cover on it. This will allow the insignia band to fit over the cap frame and cover.

There are other sources where one may buy or order a new uniform tailor made. Several LA SALLE personnel have had very satisfactory service with tailor made uniforms, mostly double knit. It is also possible to order a high quality uniform from the Naval Uniform Shop in Brooklyn New York.

To make way for the new uniforms, the Supply Department has depeleted its stock of jumpers, neckerchiefs and white caps. It is expected that all items necessary to completely suit you to meet the deadline, will be stocked in the near future. The average price for a complete uniform may run about \$60.00.

In addition to the new uniform changes, the only legal headgear for wear with dungarees or utilities is the blue ball cap. White hat are no longer authorized. Ship's patches are also no longer authorized with the new uniform but must be worn with the old jumpers. When wearing the old tropical white shirts with the new belt buckel and cap, the shoulder patch must be removed.

LCDR (b) (6)

Carpets form page 8

a carpet with a beautiful deatil and with strength and durability, your choice should be wool.

While you are examining the material of the carpet, you should also be looking to see if it is machine made or hand loomed. The differences are obvious as a hand will lack the percise regularity of the machine made carpet. The irregularities can be seen on the face of the carpet by examining the detail on opposite sides for there will be a difference. On the back of the carpet, the regularity of the knots can be examined for it is impossible to produce prefectly spaced knots of the same size by hand.

We next move to the subject of the knots themselves for they are the technical factors that determines the life and quality of a carpet. Of primary concern is the number of knots to the square inch. Crapets have been woven with as many as 2,500 knots per square inch, though their production went so far beyond the point of diminishing returns that they could only be produced on royal looms with the resources of vast empires to draw from. The point to remember is the number knots, the more the better the carpet. The closer, the tighter the knot which creates a thicker pile and gives the carpet greater strength. Next week we will cover designs.

PNSN (b) (6)

MIRAGES contd frm pg 8

Superior mirages, the most often seen at sea, is frequently observed as an inverted or upside down image above the object being reflected.

Under suitable conditions, a second image may exist close above the inverted one. Thus there are two images or refractions of one object.

Superior mirages are formed as a result of a layer of relatively warm air over a layer of cooler air. This condition is caused by a presence of warm air over a much cooler sea. It is then possible for the cooling of the warm air by a shallow layer of cold air between the sea and the warmer air above. These same conditions also causes sea fogs therefore it is only normal that most mirages of this type are frequently seen during foggy conditions.

PEARLING; Contd frm pg 8

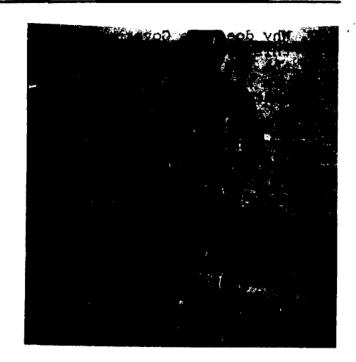
Once on the bottom he holds onto the net line while the weighted line is hoisted. During the one-and- a-half minutes he spends at the bottom (maximum depth 12 fathoms, 72 feet) he is usually able to collect 10 shells. After a short tug on the net line he is pulled up alongside. Once there his line tender (Saibs) will dump out the net on the deck in front of him. The day over the shells are left to dry in the air overnight. In the morning the crew opens and examines the catch. Save for the time neccessary to collect new provisions the boats spend all their time at the pearl banks. As a result pearl buyers (Tawawish) come out in launches to offer ready cash for purchases.

When the catch is ready to be sold, the captain (Nahkuda) accompanied by two crewmembers go to the pearl quarter. There the buyers and the captain bargain. The two crewmembers are required to agree to the price before the deal is settled.

As Bahrain has moved towards industrialization the pearl industry has lost its central place in the Bahraini economy, but it still maintains its romantic link with the island's past.

(b) (6)

QMSA



#### Athletic Gear Locker contd fm pg 7

On hand we have balls for every occassion; football, basketball, soccer, volleyball and soon a medicine ball. Our supply is well rounded out with the recent acquisition of paddel and squash balls.

Naturally we have the rackets and to go with them. There's an adequate number of paddels ball rackets and squash, as thrilling a sport as any is now made ready for the crew with the new squash rackets. Both activities can be played at NCSO or in some of the other ports we visit.

There will always be a tennis racket available and not to be forgotten- the badminton wizard who can have a whole set just his own with signature.

Being sailors we all love water sports. Rods and reels, tackel boxes and a limited amount of tackel are here for the fisherman as well as an open ear for the story about the one that got away". Swimmers have a good selection of snorkel equipment, and if you can get hold of the Captain's gig, we have all the equipment necessary for water skiing.

The games we have to amuse you will prove to be worth checking' out. Horseshoes (indoor and out), ping pong paddels, balls, nets and whole sets are yours for the asking. Study aerodynamics with the frisbee. Chess and checkers are always popular. How about "Stratego"? Or darts?

Softball season is over, but we're still able to equip the diehard softball player (probably on of the chiefs who was on the Chiefs team).

Boxing paraphenallia and related equipment is being healthfully supplemented with the recent approval to purchase more than \$1500 worth of goods. This will give us more pairs of gloves, speed and body bags a 16x16 wrestling mat, head protector mouth pieces and similar items for those who like to work out in the martial arts.

martial arts.

That brings us to our many miscellaneous items. An indoor discus and shot put are on hand, and a javelin. These items are ready for those who will compete in these event in Ethiopia. Handballs and golf equipment helps to round out our inventory. Hopefully these items will se alot of use in the upcoming cruises.

All this is at your disposal in the Athletic Gear Locker. All we ask is that you be considerate to you're shipmates and return the gear on time. You can always check them out again.

Other things I'd like to mention in this column are the weight machines in the Upper vehicle stowage, which although not calibrated accurately, is excellent for exercise. The weight lifting

Club is working on appropiating funds for Olympic barbell and weights which will make muscle men out of all of us. Also I'm sure you're all familar with the use of upper vehicle stowage as a basketball court. One of these days will find it painted and lined. Volley ball is often o played in the well deck along with other sundry activities. And we've all seen deck tennis at its best under the awning. In the future we hope to see a gunnery magazine on the 6th deck converted into a little gym, where we can put the 16x16 mat, weight machine and boxing bags.

weight machine and boxing bags.
To conclude, I'll say again
that the gear locker is used for and should be used for notices for clubs, teams and activities and as a meeting place in general. To name some of the activities aboard, we have ship teams; softball, coached by HM2 Soccor coached by ENS , and the all star basketball team which plays in different ports and is usually coached by a number of managers. Also, the ship will for the sole purpose of the Ethiopian Navy Day program to be held in February, sponsor teams for track and field, swimming, shooting, cross country, tug-o-war and rowing. Those interested can wake me up in the gear locker and sign on.

If you have an interest in some recreational field and locate others with the same interest, form a club and develope it into an organization. This was done by the weight lifting, fishing, sailing, outdoors and karate clubs and is being done too by an archery and boxing group. So that gives you any number of reasons to make use of the gear locker. If you really get into it you may not want to leave the ship.

Eating in Bahrain.

# PARADISE RESTAURANTS Near Old Palace Road near Mosque.

Bahrain and Pakistani dishes and American food.

All food served is a la carte

Bahraini dishes 175
Pakistani dishes 350
variety of bread 25
Sandwiches 125
Egg dishes/toast 10
Salads 50
English 450
Cold Drinks 50

175 fils to 450 fils 350 fils to BD 1-200 25 fils to 75 fils 125 fils to 225 fils 10 fils to 225 fils 50 fils to 100 fils 450 fils to BD 1.200 50 fils to 250 fils

No beer or liquor served. Dress casual Meat and Fish dishes served with potatoes.

# ANDALUS CASINO RESTAURANT Shaikh Daiz Road and Jufair Road (Gudaby Park)

English and Indian Food

Food served a la carte

 Soups
 110 fils

 Fish
 500-600 fils

 Chicken
 600-700 fils

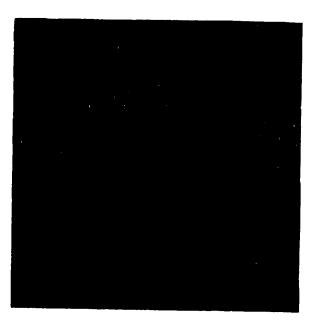
 Meats
 400-700 fils

 Eggs
 400 fils

 Sandwiches
 150 fils

 Beverages
 100-200fils

No beer or liquor served. Dress casual When weather permits, food is served on terrace. Meat and Fish dishes served with potatoes/veg.

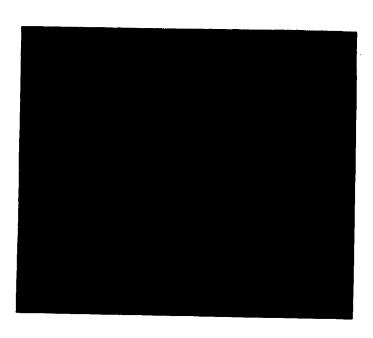


#### WORD GAME

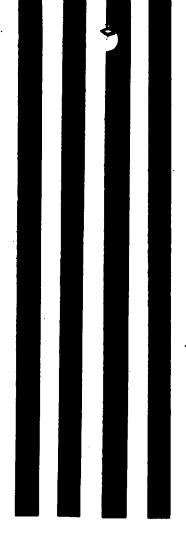
WORD GAMES try to find the animals listed. They may be spelled backwards or from left to right or right to left, or even upside down.

ALBACORE
ALBATROSS
SHUNK
RABBIT
HIPPOPTAMUS
LEMMING
OSTRICH
SANDPIPER
WAPITE
YAK
ZEBU
LLAMA
LYNX
CHAR
LEOPARD

PUMA
SCAUP
RAIL
SHELDRAKE
GNU
GOBY
HERON
EIDER
ELEPHANT
PARR
NILGAI
OCELOT
ORYX
OTTER
CRAPPIE



KEANPUMATLEMINPARR ELLAASTLSALOSLALAA HERORAIBHIPUCGRILL OPGFELEAUNWCALLOEF SHUNKEICNILGUTOMZO HASCLODOCSTFPIMICR ENLEKPERABBITPLEON LTEBRAREAUHTNNLRNY D Y W K A R Z M B C A G O O L G X X RWAP CTAELCONTAOCOY AYPCHLZRTBGUOBERF KOIHLOTOTTERYIZAEA EOTENSIOSTRICRHPPC YHERONXSOSANDPIPER HIPPONTTLEOPARDITH HPIPYOAEORESANDEEA NILGAIHIPPOPTAMUSR



Change of Command Ceremony

(ANNEX G)

USS LA SALLE (AGF-3)
Change of Command Ceremony
17 December 1974
Manama, Bahrain

NATIONAL ANTHEMS

INVOCATION:

FAREWELL REMARKS

READING OF ORDERS

READING OF ORDERS

**П**(р) (е) СНС

Capt Howard S. Crosby

Capt Howard S. Crosby

Capt Burl A. Troutman

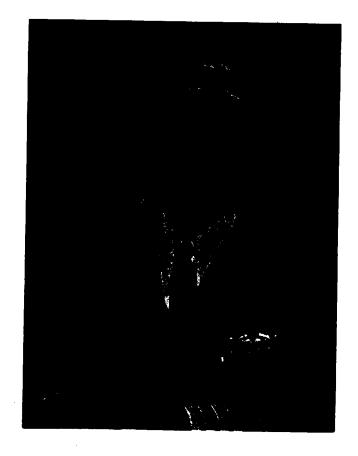
Captain Troutman relieves Captain Crosby

BENEDICTION

Reception on the Mess Decks

LT<sup>(b) (6)</sup>

Schedule of events



Captain Howard S, Crosby graduated from the U.S. Naval Academy on 4 June 1948. Following commissioning, he participated in the 1948 Newport-Bermuda race in the Naval Academy Yacht VAMARIE. His first ship assignment was the USS HARWOOD (DD-861) where he remained until departure for Submarine School in June 1950.

He served in the submarines USS GRAMPUS and USS PICUDA in the Atlantic until reporting for shore duty in Washington in July 1955. For two years he served as an assistant to the Naval Aide to the President at the White House. He then joined the submarine USS TANG at Pearl Harbor, Hawaii in October 1957 for duty as Executive Officer. In June 1960 he reported to Staff Commander Antisubmarine Force, U.S. Pacific Fleet for the commissioning of that staff. In November 1961, he reported on board USS RASHAW at Pearl Harbor. He commanded RASHAW until December 1963.

Following Armed Forces Staff College in June 1964, he reported to the Office of the Chief of Naval Operations, where he remained until June 1966. A one-year tour as a student at the Army War College in Carlisle, Pennsylvania was followed by duty on the staff of Commander Submarine Flotilla TWO from July 1967 to September 1969. Captain Crosby then served as Commander Submarine Division TWENTY-ONE from September 1969 to August 1970. He then completed a tour in the Office of the Joint Chiefs of Staff prior to assuming command of the USS LA SALLE (AGF-3).

Captain Crosby has been the Commanding Officer, USS LA SALLE (AGF-3), since January 1973. His new duty will be Deputy Chief Staff Officer, Commander Submarine Force Eastern Atlantic, a NATO command, located in Northwood, England.

Captain Crosby is married to the former (b) (6)

(b) (6)

of (b) (6)

four children.

Captain :1 A. Troutman, Jr., a native o (b)(6), was graduated from Hardin-Simmons University in the spring of 1952. He completed the Reserve Officer Candidate Program and was commissioned an Ensign in August of that year.

Captain Troutman's first assignment was on board the escort ship USS ELY (PCE-880) where he served in a variety of duties. He subsequently served aboard the destroyer escort USS LEWIS (DE-535) as Operations Officer. This was followed by a tour as Executive Officer aboard the Tank Landing Ship USS WEXFORD COUNTY (LST-1168).

Captain Troutman attended the U.S. Naval Post Graduate School in Monterey, California and received a Master of Science Degree in Management in May 1962. He then reported to the Fleet Work Study Group, Pacific after completing a short course at the then Bureau of Ships Work Study School of Design. This tour was spent primarily in the developement and implementation of the Navy's Planned Maintenance System.

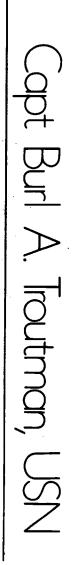
He served as Commanding Officer of the Tank Landing Ship USS TOM GREEN COUNTY (LST-1159), homeported in Japan, from September 1964 to July 1966 and participated in numerous amphibious assaults and support operations in the Republic of Vietnam. He assumed "double hatted" duties as Commander Landing Ship Division 92 for five months of this period.

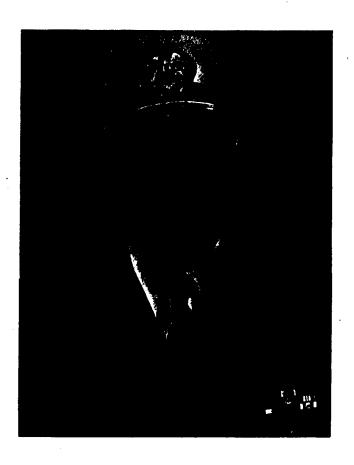
Captain Troutman graduated from the U.S. Army War College, Carlisle, Pennsylvania in 1967. He then served on the Staff of Commander Service Force, Pacific, followed by duty on the Staff of the Commander in Chief U.S. Pacific Fleet until 1969. The following tour was as Executive Officer on the Amphibious Assault Ship USS DULUTH (LPD-6).

He then served as Commanding Officer of the USS BOULDER (LST-1190) which was homeported in Little Creek, Virginia. His last tour of duty was Head of the Operations Branch, Fiscal Management Division Officer of the Chief of Naval Operations.

Captain Troutman is married to the former Miss (b) (6)

(b) (6) and they have one daughter



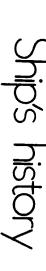


Commissioned as an Amphibious Transport, Dock, at the New York Naval Shipyard on 22 February 1964, LA SALLE was assigned to Commander Amphibious Force, U.S. Atlantic Fleet, homeported in Norfolk, Virginia. Operating in the Atlantic Ocean, Carribean and Mediterranean Seas, LA SALLE served as an Amphibious Force Flagship until early 1972. During this period, LA SALLE was the first ship of its size to recover a Gemini space capsule and the only ship ever to return a space capsule back to Cape Kennedy. LA SALLE was the first U.S. Navy ship to launch and recover the VTOL British jet fighter "HARRIER."

In January, 1972, LA SALLE was selected to replace the USS VALCOUR (AGF-1) as the new flagship of the Commander Middle East Force.

To prepare LA SALLE for the new role, the ship was fitted with a helicopter hangar built on the flight deck to accommodate the one attached helicopter. In addition, an awning was erected to provide shelter for receptions and ceremonies. Additional communications equipment and a weather satellite receiver were intalled. Increased air conditioning facilities, a "Shamal" filter system, a two-chair Dental Office, a closed circuit television system, and additional spaces for shops and offices were also provided. The most noticeable change was the white paint on the hull and superstructure, which replaced the usual Navy grey. Its purpose is to reflect the sun's heat, particularly in the summer months.

On July 1, 1972, LA SALLE's designation was changed from Amphibious, Dock, (LPD) to flagship, (AGF-3). The ship's homeport was changed to Manama, Bahrain, and the Commander Middle East Force and his staff were embarked. Since that time, LA SALLE has steamed over 70,000 miles paying good-





will visits to ports in Africa, Asia and the Middle East. LA SALLE has been priviledged to receive several heads of state and numerous other dignitaries of the diplomatic and military communities.

LA SALLE is 521 feet in length, 84 feet in beam with a draft of 21 feet and a displacement of 13,000 tons. With two boilers, steam turbines and two shafts, the ship is capable of a maximum speed of 21 knots with a total of 24,000 shaft horespower. Armament consists of 4 twin-3-inch 50 caliber mounts.



Amphibious Transport take their names from United States. Thus, pertaining to the Fr sieur de La Salle, t the Sea.

The upper right of t the coat-of-arms of star and a rabbit.

The fort site in the Fort St. Louis which the edge of the Illi which the fort stand curiosity now known Salle, Illinois is n fort.

The background ancho The motto across the appropriate for the Marem: Versatility A

ship's insignia

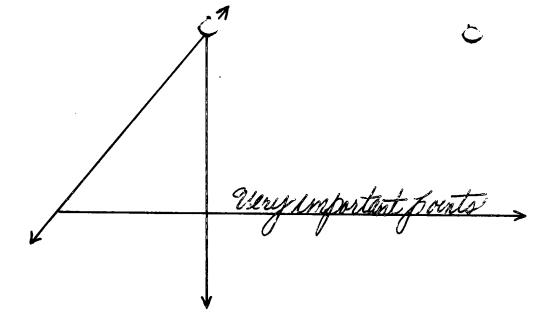
Amphibious Transport (Dock) are named for cities which take their names from explorers and developers of the United States. Thus, LA SALLE's insignia combines features pertaining to the French explorer, Rene Robert Cavelier, sieur de La Salle, the city of La Salle, Illinois, and the Sea.

The upper right of the shield bears the charges from the coat-of-arms of La Salle's family, an eight-pointed star and a rabbit.

The fort site in the lower left of the shield represents Fort St. Louis which was built by La Salle in 1628 on the edge of the Illinois River. The elevated ground on which the fort stands depicts the summit of the natural curiosity now known as "Starved Rock." The City of La Salle, Illinois is not far from the site of this old fort.

The background anchor symbolizes the Navy and the Sea. The motto across the base of the anchor is deemed most appropriate for the purpose of the ship- Facilitas Ad Marem: Versatility At Sea.





You will receive many words of guidance from your department, your division and from your friends. All of this is intended to benefit you. In order to get you started in what I consider to be the right direction, there are four points that I would like you to consider:

#### 1. LEARN THE SHIP

For your own safety and for the safety of the ship and your shipmates, your first task must be to learn the ship. Start with your compartment. With the lights out and the compartment filled with smoke, do you know all the avenues of escape? Can you find the nearest fire extinguisher? Where is the nearest phone to report a fire? Find out the same information for your working spaces and try other on board spaces where you will be spending some time.

#### 2. LEARN YOUR JOB

The next task is to learn what is expected of you in your work and to achieve qualification in your watch and station assignments. Many of the jobs on board have sheets that show what you are suppose to know and have a space for your supervisor to sign that you have demonstrated proficiency in a particular area. Ask your division officer for a POS-Personnel Quality Standard sheet. Read what the ship's Organizational and Pegulation Manual-SORM- has to say about your watch sta-

tion, General Quarters Station, Abandon ship station and other areas where you will be assigned in the Watch Quarter and Station Bill. With most of the crew spending only one year on board, it is important that you become a productive crewmember as soon as possible.

3. DO SOMETHING TO IMPROVE YOURSELF

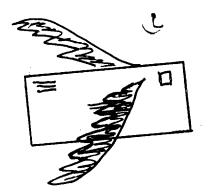
At least one half hour each day should be spent in selfimprovement in professional or other areas. Your first goal
should be to advance up the ladder of promotion. Through the
Information and Education Office you can get the proper
courses to start you on your way. The majority of the crew
arrive knowing very little about the geography, history,
customs, language and other facts of the areas which we
visit. Take time to learn these fascinating areas in which
we find ourselves. Set goals for yourself and do your best
to meet or even better those goals.

## 4. GIVE SOMETHING OF YOURSELF TO THE SHIPBOARD COMMUNITY,

The shipboard community which you have just joined is in many ways no different from a community back home. A basic fact is that the more who contribute to the community, the better it will become as a place to live and work. There is something that each of us can do to contribute to the shipboard community, It is true that some possess greater talents than others. Some have musical abilities, some are adept at photography, writing, sports and so on. Posted on a bulletin board on the mess decks is a listing of "Concerned Shipmates" which shows what is being done, who is doing it and what openings exist. Get your name up on the board. There are other areas that come under the catogory of being a good shinmate and help in these areas does much to enhance the shipboard community. These areas are such as keeping noise down in a berthing compartment while shipmates are sleeping. properly disposing of trash so that a shipmate does not have to clean up after you, fixing or reporting discrepancies in safety equipment that could endanger shipmates lives should that fail to fuction properly. Do your best to be a concerned shipmate.

Take these four points to heart. They will do much towards making your tour on board La Salle an interesting and rewarding one.

HOWARD S. CROSBY



## your <sup>s</sup> correct mailing address

Reporting on board a new Ship is always an experience in itself, and one of the most important things to learn as soon as possible is your correct mailing address.

For the single or unaccompanied individual assigned to LA SALLE, his correct mailing address is as follows:

RATE NAME DIVISION USS LA SALLE AGF-3 FPO, New York, 09501 SSN

SSN

As for the attached personnel with dependents, it is advised that all mail be sent to your box at NCSO. This will ensure continual delivery even at sea to your dependents on the island. Your address will then be:

RATE NAME NCSO BOX NUMBER FPO. New York. 09526

Telegraphic address is as follows:

USS LA SALLE AGF-3 U.S. Naval Communications Station Washington, D.C.

### missions

#### COMMANDER MIDDLE EAST FORCE

A primary mission of the Middle East Force is to promote goodwill, understanding and mutual respect between the American people and the people of countries visited by the ships of the Force.

#### USS LA SALLE AGF-3

In August, 1972, La Salle assumed the duties of flagship of Commander Middle East Force. Our primary mission is to provide command and control facilities for the Force Commander and his staff of 14 officers and 40 enlisted personnel. The support we provide takes the form of berthing accomodations, office spaces, and operating spaces such as flag plot, Flag bridge, and briefing rooms. Practically the entire 02 level is devoted to staff use. Other

functions expected of the ship are the same as any other ship of the Navy, we must be ready at all times to fight in the defense of our country.

The Master-at-Arms Force is ready to assist you at any time should the need arise. The primary duty of the Master-at-Arms Force is to maintain good order and discipline. They also assist in the execution of the ship's routine and many other tasks which are contained in the ship's Organ-

the maa force

izational and Regulation Manual-SORM. Look upon the MAA Force as a group of concerned shipmates whose fuction is to keep you out of trouble, not to get you into trouble.

# how to contact your family quickly

If by chance an emergency situation arises at home or if you desire to contact your family quickly, there are several means by which this can be accomplished.

Located in downtown Manama, the Cable and Mireless Station offers commercial Telegrams and telephone services. These services are perfect for emergencies or for personal calls, however, they can be EXPENSIVE. Also available to the La Salle crewmember is the Class E message services offered by the ship. This can be used for any reasonable purpose at a cost of \$3.50 per 100 words. Other rates are as follows:

#### Telegram:

For 15 words or less\$4.25 For each additional words between 16
and 50 words \$ .12
For each additional word over 50 words \$ .03
OVERNIGHT TELEGRAMS
For 190 words or less
For each additional words over 100 words \$ .03
Delivery charges: if sender request messenger service
to an addressee an additional charge of \$3.00 should
be included. For members with dependents in Bahrain,
no cost. This is also helpful for the person whose
friends or family picks up mail at NCSO.

HOW TO CONTACT YOUR FAMILY QUICKLY cont'd

It is advised that you keep in close contact with your family and/or relatives. This will ensure a somewhat complete knowledge as to your health and whereabouts to your families in the States. They are concerned about you and want to know how you are doing. If any problems do arise, you should at once contact your division officer who will then provide the necessary information and assistance.

Commander Middle East Force
Navy Relief Society appointee
is the Chaplain. If an emergency situation arises at
home arrangements can be
made through him for a loan
from the Navy Relief Society
If the ship is at sea, a
message can be sent to him
and all details, will be taken
care of.

The amount of money granted or loaned is considered in each application according to the complications of each case. Most Navy Relief applicants receive the money requested and in some cases grants are made.

navy relief society

# chief petty officer of the command/

If you have a very personal problem and don't know where to find solutions, then the Chief Petty Of the Command is the person to see. He has direct access to the Executive Officer and the Commanding Officer and can help you to

find the most equitable solution to your very nersonal problem. He is the most senior chief and has a tremendous amount of

experience and practical knowledge behind him,

The Senior Chief Petty Officer of the Command is tasked with sounding out the majority feelings and attitudes of the crew and the individual crew members, He reports directly to the Commanding Officer. He further carries out this role by presiding over the Enlisted Advisory Council. The EAC is a "congress" type committee that is tasked with the responsibility of feeling out the desires of their individual division mates, From this committee resolutions are then carried on to the Executive Committee and then on to the Commanding Officer for final approval.

The EAC also passes on resolutions for appropriations of money from the Welfare and Recreation Funds for various proiects such as Dhow trips, Ship's parties, Photographic Contests, cruisebooks etc. You should learn who is your representative and offer suggestions and or constructive cri-

ticism.

## religious services

Peligious services are held on board every Sunday at sea or on Fridays if the ship is observing the Arabic week. Usually these are lay services conducted by a crew member who has volunteered as Lay Leader

While inport, in Bahrain, both Catholic and Protestant services are held on Fridays at the Jufair Chapel to correspond with the Arabic week. On Sundays the Chaplains conduct services aboard ship.

Roman Catholic and Protestant services are held.

All persons interested in assisting as Lay Leaders are encouraged to participate and to offer their services whenever nossible.

Service schedule: Protestant 0900 \* Fridays Catholic 1000 \* Fridays

> Catholic 0900 + Fridays Protestant 1630 + Sundays

\* At Jufair Chapel

+ On board La Salle

Are you thinking about applying for a new Navv Program?

Have you taken out courses for Advancement?

Have you checked into what rate you would like to pursue?

Have you applied for your G.E.D.? If any of these questions apply

to you then the person whom you should aim your questions is the Career Counselor.

Nith his offices in the I & E office, the Career Counselor can supply you with answers about the whole range of Navy Programs, educational programs and advancement courses. Look into it, you may discover a whole new world.

how to fill out a special request chit

A special Pequest Chit is an official form which is used to request Leave, Special Liberty, Special Pav or any other request that requires approval. It is not, however, to be used for a request for transfer.

career

counselor

To fill out a Special Request Chit is a simple task, Simply fill your name, rank/rate, SSN, duty section and department and division and of course the nature of request. If you are applying

for leave, the number of days requesting, leave address and date and times are also required. Be sure to sign your signature then submit the request chit to your LPO. It is the policy of the ship that all request chits will be acted on promptly. If a chit is not moving it is your priviledge to talk to the individual who may be delaying the chit. All chits must be submitted before 0900.

commanding/executive

ticers

The "open door" policy that the Commanding Officer and the Executive Officer have established has enabled many personnel to come and talk to them personally about personal problems. This is exactly what the "open door" nolicy is all about. However, it does not mean that their door is literally open to anyone at any time, but after following the correct procedures a time and date will be set, usually the same day. This can be done by submitting a special request chit marked "Respectfully Request Mast with the Cantain or the Executive Officer." This automatic marks vour request as personal. The individual does not have to reveal the nature of the subject matter However, if the subject is contained in the chit, the problem may well be taken care of before the chit reaches the Executive

Officer of the Commanding Officer by a person

disbursing

in the chain of command.

Perhaps one of the most welcome sights when reporting to a new duty station is the Disbursing Office. The DK is your money man on board La Salle. The DK maintains your pay records and if your funds are exhausted when first reporting aboard, helps you until the upcoming payday. Through the Disbursing Office you can start a Government allotment to a Bank, Credit Union, or any designated individual you desire. Government Bonds may also be started. Once each month the designated person will recieve their bond or check. Office hours are 0800-1100 and 1300-1500 while inport. During the morning hours, payment and cashing of checks will be made.

Though the Commanding Officer's personnel inspections are usually conducted once a month, it is advised that you keep your uniforms in good order.

!!anv times you may be called upon to conduct tours of the ship for many of the visitors that the ship visiting other ports. Also you may be called upon to act as sideboy during an official visit by a visiting diplomat or military dignitary.

Because of the shin's size. La Salle is divided into 9 zones and their material conditions are inspected at least once a month. Each week diffrent zones are inspected by the Commanding Officer and designated Department Heads.

## customs

We must remember that we are the quest here in Bahrain and any other country that we visit. And in being so, it is only natural that we respect our hosts and mind our behavior. Here are some good tips on being a good quest:

- Most of the countries in our operating area are of Islamic faith and in accordance with their customs, do not stare at veiled women.
- Do not enter a mosque unless invited or on an organized tour.
- Before hiring a taxi, discuss the fare and pay the agreed upon price.
- Do not drive in Bahrain without a valid stateside and Bahrain driver's license.
- Try to learn the language and use it whenever possible.
- Do not eat with or offer you left hand,

## taxi and bus affair

You will no doubt hire a taxi while you are here to transit the distance into Manama or NCSO. While the trip is no great trek, you should be aware of the standard prices to and from.

The Bahrain Police have made charts of taxt fares of the Manama and Muharrag areas. They have also included fares to and from the Bahrain airport complete with waiting charges. One hundred fils for the first half hour and 250 fils for the first hour are the standard charges. After the first hour, the price should be mutually agreed upon. The standard price from Manama to the brow of the ship at Mina Sulman Pier is 500 fils, From Mina Sulman pier to !!CSO is 300 fils and from NCSO to Manama is 400 fils. From the brow of the ship to the Mina Sulman pier gate is 200 fils, however, it should be noted that the taxi cannot

take you beyond the gate. The standard fare to Manama from the Mina Sulman gate is 300 fils.

All taxi cabs are required to display the charts provided by the Police but unfortunately this is not always the case. In cases where you feel that you are being over charged do not argue but rather write down his license number and turn it in to the Bahrain Police. They will handle the matter from that point. It should be also noted that the fare increase 50% between the period of 0100 to 0530 am.

One good niece of advise is to know where you are going and make sure that driver knows the place before setting off. In the hot months a cab with an air conditioner is worth the extra charge, however, you should be aware that to agree to have the air conditioner on is also agreeing to an extra charge. Another way to get into Manama is by using the public transit system. While the Bahrain bus service is not the Montreal subway system

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TAXI AND BUS AFFAIR cont'd

it is nevertheless a cheap and colorful way of traveling and mingling with the people. The fare from the Mina Sulman gate to Manama's Babel Gate is 25 fils, less than  $6\phi$ .

## drugs and alcohol

Both drugs and alcohol are readily available in all ports that we visit and in our homeport of Bahrain. There is one big difference between drugs and alcohol. Alcohol may be legally possessed and consumed, drugs may not be legally possessed or consumed. Possession or use on board or either drugs or alcohol is illegal.

In the areas which we visit illicit drugs are available at very cheap prices. Many men who have never used drugs will buy quantities of drugs with the idea of future resale. Some men get started on drugs because a "buddy" wants to share or an individual is badgered into use by his "buddies". No matter what the temptation, the best course is to steer clear of the drug scene. Although the punishment is severe if one is caught, it is the damage to one's health that some of the drugs can inflict which is more important. Although it is legal to consume alcohol ashore it too in excess can be physically harmful.

## your conduct

We represent the United States. It is in the interest of the United States that the Middle East Force remain in the area and continue to be homeported in Bahrain. In keeping with our mission of promoting goodwill, understanding and mutual respect between the American People and the peoples of countries that we visit we must be on our best behavior at all times. To this end, LA SALLE has not had one incident of misconduct in any of the many ports visited since the ship became COMIDEASTFOR flagship. It is important that this record be maintained both in Bahrain and in ports visited. In the past it has happened that certain groups have tried to involve U.S. personnel in fights or to promote incidents. There is only one way to handle such provocations and that is to walk away from it and inform the ship of the incident as soon as possible. There can be no excuse for involvement in an incident.

## renting a car?

The car rental business is a major interest in Bahrain. the going price to rent a car has increased in the past six months from a low 2 Bahrain Dinars per day to 5 and in some cases 7 Bahrain Dinars per day.

The raise in rental fees has been mainly due to frequent accidents, destroying of property, not making proper pay-

ments and everyday maintence costs.

Rental cars are usually the small oversea type vehicles with Volkswagens, and Datsun being the most rented cars.

Rental cars are all insured by law under a third party insurance. The Third Party Insurance is said to be sufficient in some cases but in most it fails to cover the true cost. Third Party insurance will only pay in the event that the accident was not your creation and the odds are in your favor. Third Party insurance will not pay if the accident resulted from a driver being intoxicated or if the driver did not possess a valid Bahrain Driver's license at the time of the accident.

The third party insurance may be increased to full coverage upon request to the Rental Agency. This increase will only be made by the insurance covering the rental car on third party and may not be increased by the driver. It is up to the customer to request the increase coverage. The customer will be expected to pay the additional incurred cost. The fee for full insurance, like third party insurance is dependent on the make, value and capacity and weight of the car.

The following is a list of items necessary to obtain 🐃 valid Bahrain Driver's license:

1. A valid stateside driver's license is required prior to requesting a Bahrain Driver's license. Driver's licenses are issued by the Bahrain Traffic Department with a fee of 1.900 Bahrain Dinars.

Applications for a Bahrain driver's license can be submitted in the Personnel Services at NCSO. Two wallet size

photos are required.

In the event of an accident take the following procedures:

#### RENTING A CAR cont'd

- 1. Make a report of the accident as soon as possible to the nearest Police station.
- 2. Report the accident to the rental car agency and they should notify the insurance company.
- 3. Do not leave the scene of the accident until the Police have arrived and made note of the accident.
- 4. If the accident occurs to far from a Police station do not leave the car unattended.
- 5. For your own use take note as to damages before and after the accident.
- 6. If the accident is attributed to mechanical failure make sure you take note and make a report to the rental agency.
- 7. The best protection against mechanical failure is to carefully inspect the vehicle before you sign the rental contract.

The rental contract is very simple and binds you to everything so it is to your own safeguard to inspect the car before acceptance.

Motorcycles may also be rented for a small fee per day. Motorcycles are also covered by third party insurance and you should rake them like a fine tooth comb before you sign on the dotted rental line.

Motorcycle drivers are encouraged to read the safety regulations set by Commander Middle East Force Directors Manual. This instruction is maintained by the Safety Officer on board La Salle.

Another important reminder is that driving safely insures that you will drive another day. Drive safely and observe all traffic laws. Get to know the Bahrain Traffic Regulations.

## extra curricular activities La Salle is mates must lo

La Salle is a community where shipmates must look after shipmates. In
order to make it as habitable as possible and as a community of not only
work but also recreation, there are
many extra curricular activities where
you may volunteer your spare time and
efforts. There are many clubs and teams
that a person may join and volunteer
activities that require people and
attention.

In keeping this in mind, there are several clubs and hobbies that interested shipmates have established and they are always in need of help. Volunteers operate the ship's closed circuit television station, WSAL-TV and KSAL the ship's radio station, provide writers and photographers for the ship's newspaper, the La Salle LEDGER, staff the 6000 volumed library and are members of the La Salle rock band "Greenfields".

There have been clubs of almost every nature from weight lifting to Karate to Photography.

Volunteers are needed to fill the ranks of the Drill Team, Color Guard, Honor Guard and Lay Leaders. These are just some of the extra curricular activities that one may volunteer for. Located on the bulletin board next to the Gift Shop is the Concerned Shipmate board. On it you will find a listing of the clubs and other extra curricular activities that needs your participation. Sign up and get on the La Salle community band wagon.

Coupled with the recreational interest are the sport interests. The ship fields such teams as Soccer, Tug-o-war, Football, Basketball, Volleyball and most recently a Chess team. Usually while visiting other ports, sports programs are included. Even at sea, tug-o-war, decktennis and volleyball are popular events on the flight deck. During the cooler months in Bahrain, a schedule is established so that different divisions play among themselves for the La Salle Championship in Softball and Football. For

#### EXTRA CURRICULAR ACTIVITIES cont'd

weight lifting enthusiasts, the La Salle Gvm is a perfect location for toning those flabby muscles. Located on the 6th deck the entrance can be found across from the Athletic Gear Locker on the 3rd deck port side aft of M & B division berthing. A wrestling mat is also provided. The Athletic Gear Locker can provide you with all the necessary equipment required for fishing, boxing, Monopoly, Scrabble, Golf, and other sundry items of interest for the sport minded individual.